MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII No. 10.

$4.00 per year. Single Copy 10 Cents.

THE SOUTH'S ENDOWMENT.

The iron industries of the South have of late years made considerable headway. Production has rapidly increased, and a heavy and growing amount of selling has and is being done. In resources of ore and coal, and in the cheap and easy assemblage of other material, the South has a splendid endowment. In a geographical sense it has also the favor of many advantages both in transocean trade and in strategical position for business not only with the Gulf States, but with the Pan-American countries. So that with low cost of production, facilities in transport and contiguity to good markets, and as yet with but few backsets from labor ruptures, there is nothing serious in the way of the Southern Vulcan. In the face of resolute and active competition, Southern irons have found their way into apparently impregnable foreign markets, where they are likely to figure as important factors in the future. Enterprise in this direction has been prompted in a primary sense by the paucity of local consumption and the commercial necessity of unloading a surplusage of output. This, in the long run, may be qualified or toned down by the building up of new home industries, but that Southern irons will cut an important figure in the American export trade goes with the telling.—The Age of Steel.

THE FULL TABLE OF CONTENTS WILL BE FOUND ON PAGE 178.

Baltimore, April 1, 1898.

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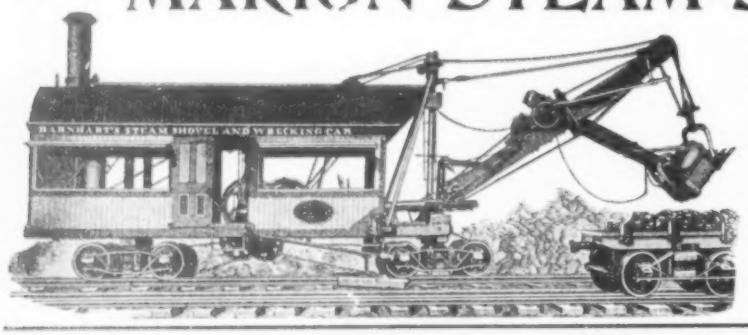

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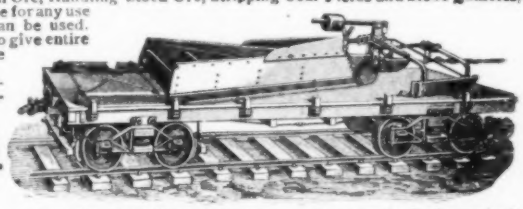

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XUM

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CLASSIFIED INDEX OF ADVERTISERS.

For ALPHABETICAL INDEX See Page 180.

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James Robertson Mfg. Co., Baltimore, Md.
Caroline Iron Works, Baltimore, Md.
Valk & Murdoch Iron Wks., Charleston, S. C.

Agricultural Implements.
Hench & Dromgold, York, Pa.

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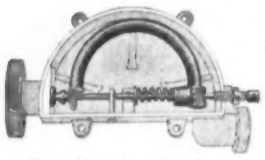

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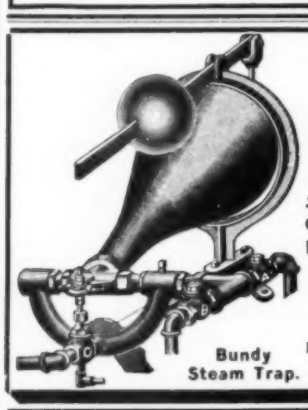

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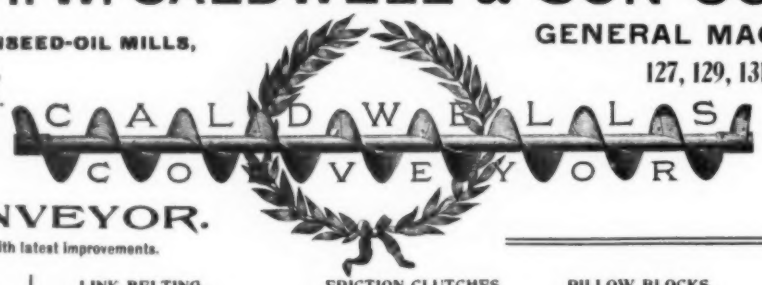

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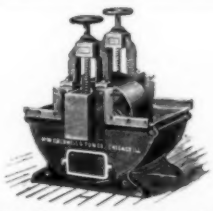

CLASSIFIED INDEX OF ADVERTISERS.

For ALPHABETICAL INDEX See Page 180.

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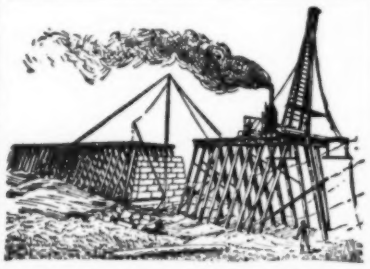

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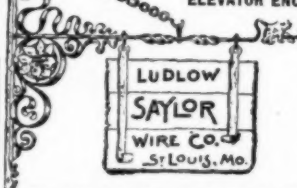

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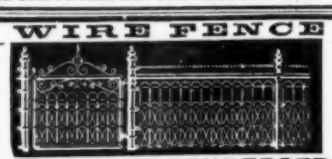

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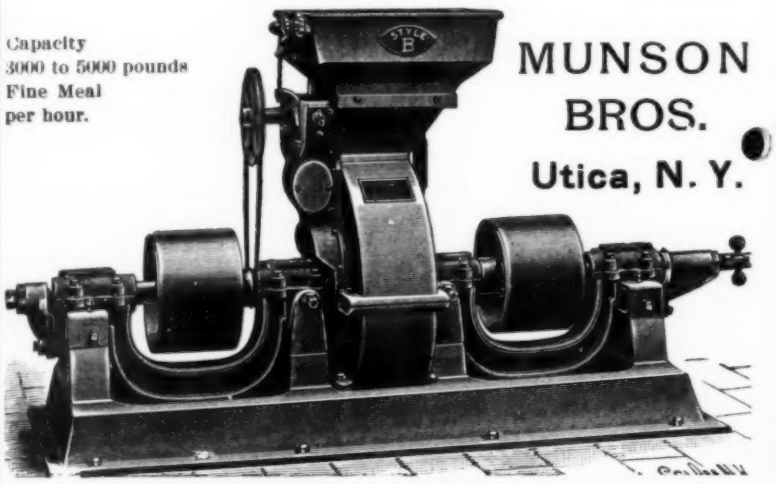

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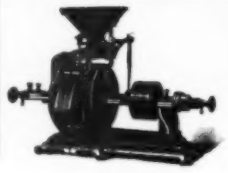

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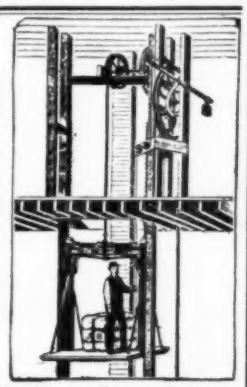

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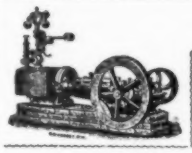

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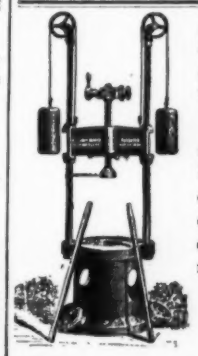

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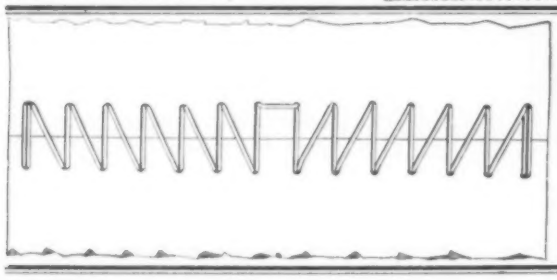

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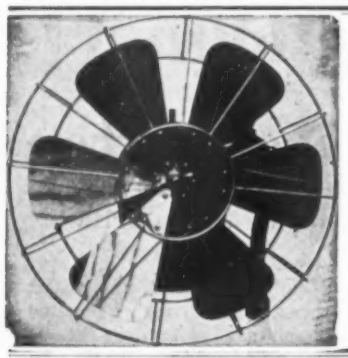

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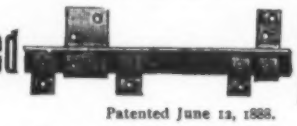
Double-Braced  Steel Rail
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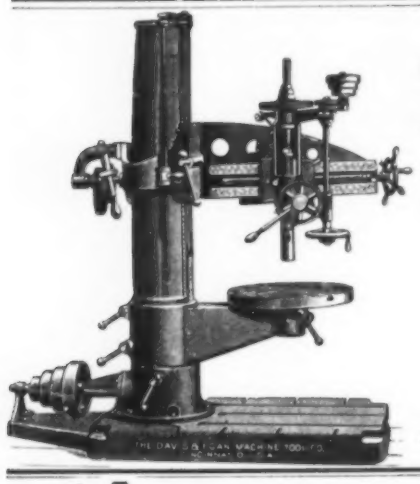

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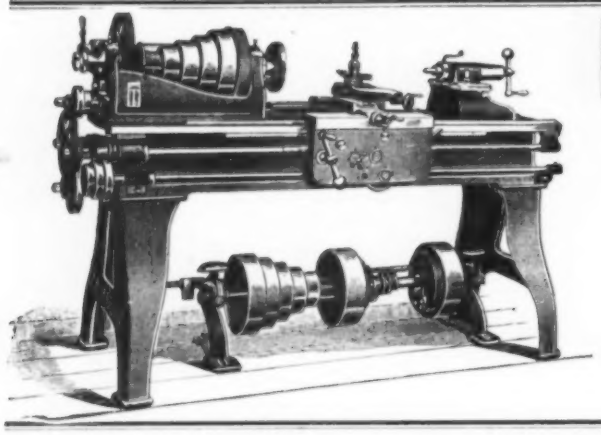

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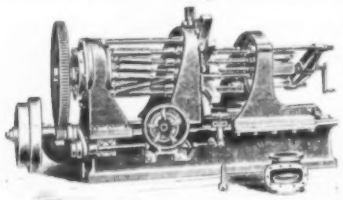

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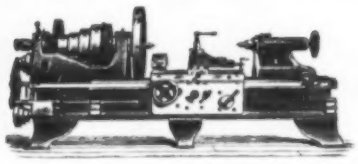

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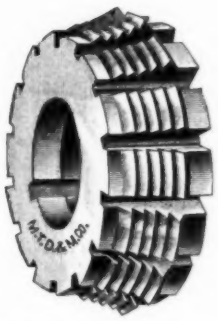

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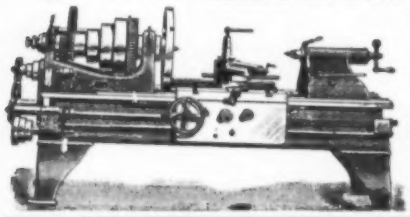

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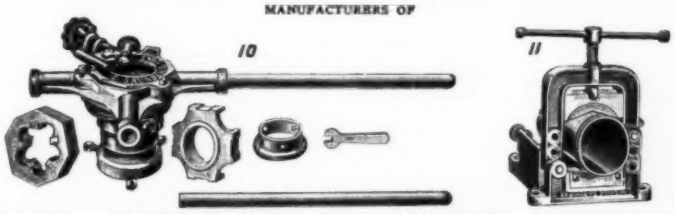

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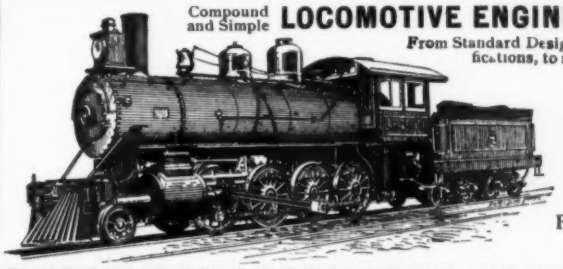

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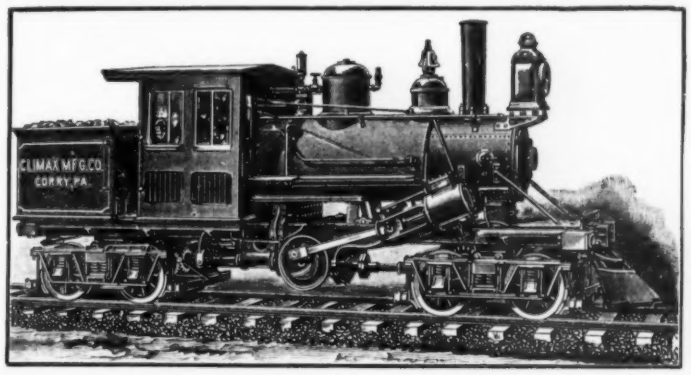

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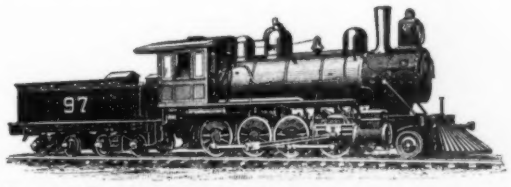

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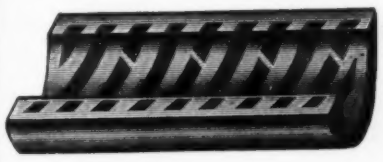

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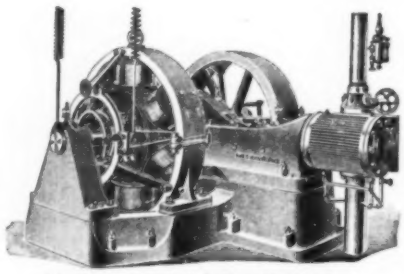

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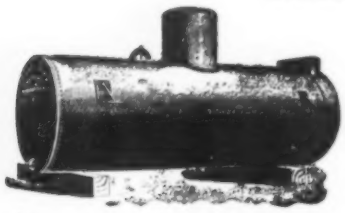

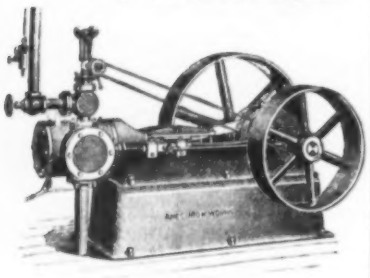

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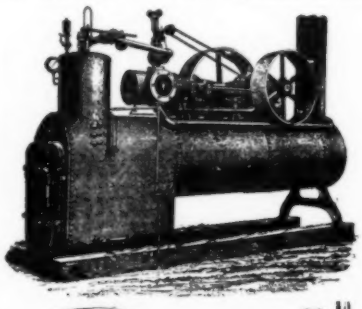

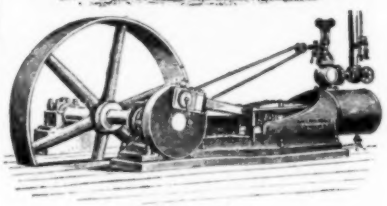

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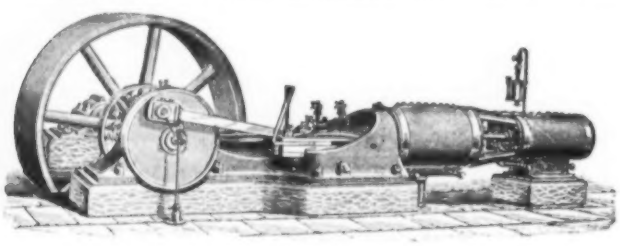

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Simple, Compound and Multiple Cylinder, Condensing and Non-Condensing, for all Classes of Work.

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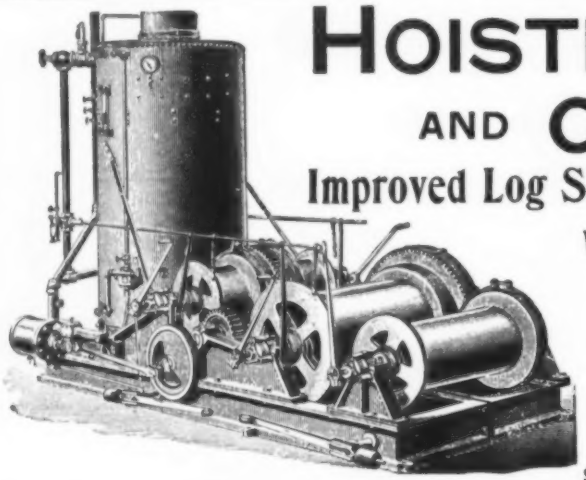

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Improved Log Skidding & Pull Boat Machinery.

Why is our Skidder Superior to any Other?

1—We furnish a larger Boiler.
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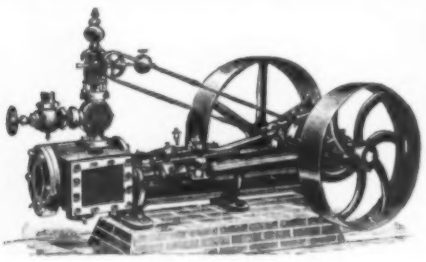
Successors to W. A. CROOK & BROS. CO. NEWARK, N. J.



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MANUFACTURED BY

The HIGH POINT MACHINE WORKS, High Point, N. C.

ALSO MANUFACTURERS OF

Variable Feed Saw Mills and Cotton Mill Castings.

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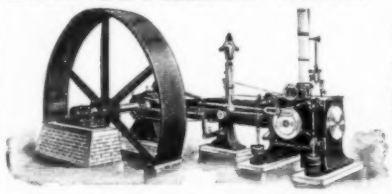

SIOUX CORLISS ENGINES.

Simple and Compound. Direct Connected when desirable.

These Engines are built from new patterns. They are not old fashioned nor of conventional design, but they embody the latest ideas in mechanical engineering. *They excel in regulation, economy and efficiency*, and the World's Fair diploma awarded them contains these among other words of high praise:

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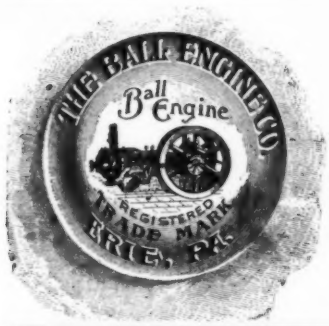

OUR ENGINE

" A thing of beauty and a joy forever."

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ERIE, PA.

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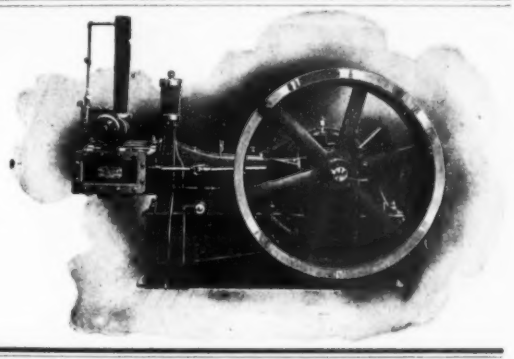
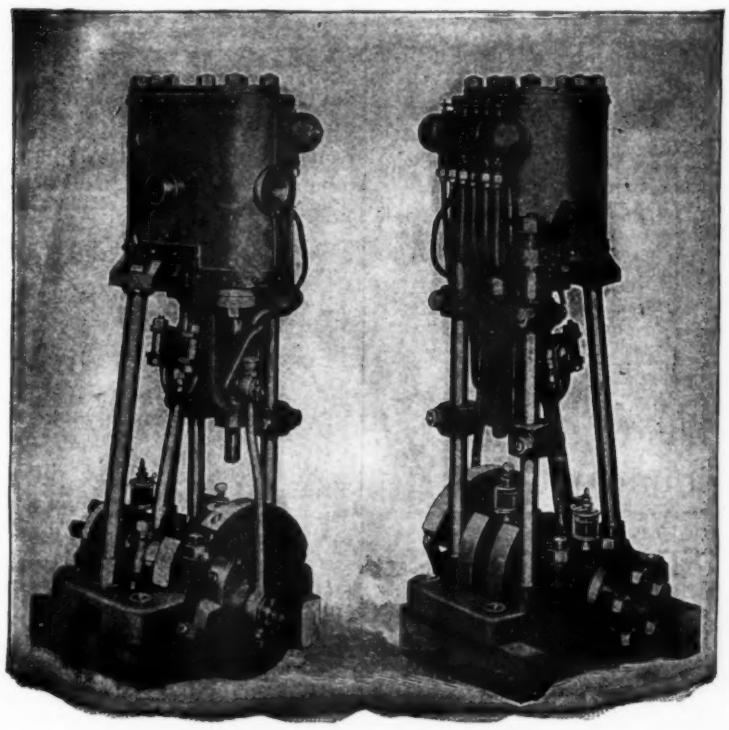
1526 Monadnock Building.





THIS ENGINE is one of a class furnished the U. S. Lighthouse Service for electric lighting. Cylinders 5" x 5", 500 revolutions, 100 lbs. steam, 10 Horse-Power. Weight of engine complete, 306 lbs. Occupies a floor space of 18" x 11". Height from centre of shaft, 28⅞". Sight feeds with oil ducts to all moving parts.

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ALL KINDS OF IRON TANKS & SMOKE STACKS BUILT IN ANY PART OF THE COUNTRY

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ENGINES AND **BOILERS**

From 3 Horse-Power Upward.

AFFORDING BEST POWER FOR LEAST MONEY.

Send for Pamphlet and state your wants to

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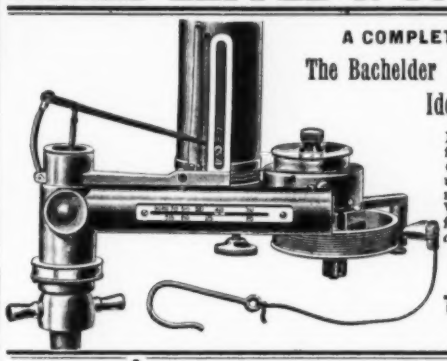

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The Bachelder Adjustable Spring Indicator and Ideal Reducing Wheel.

No change of spring. Direct connection from Indicator to Cross-Head. *Complete, Compact and Reliable.* Always ready for use at any speed or pressure. This instrument received the *Highest Award* at the World's Columbian Exposition, Chicago, for *Convenience, Mechanical Construction and Accuracy under all pressure.*

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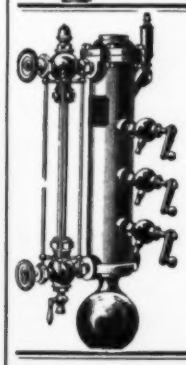

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If so, you realize that they are expensive as well as undesirable.

THE RELIANCE COLUMNS MINIMIZE THE DANGER

These appliances do NOT keep the feed pump running, but they do keep the fireman at his post and make him careful.

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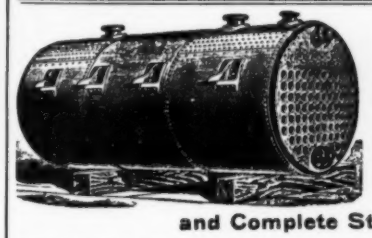

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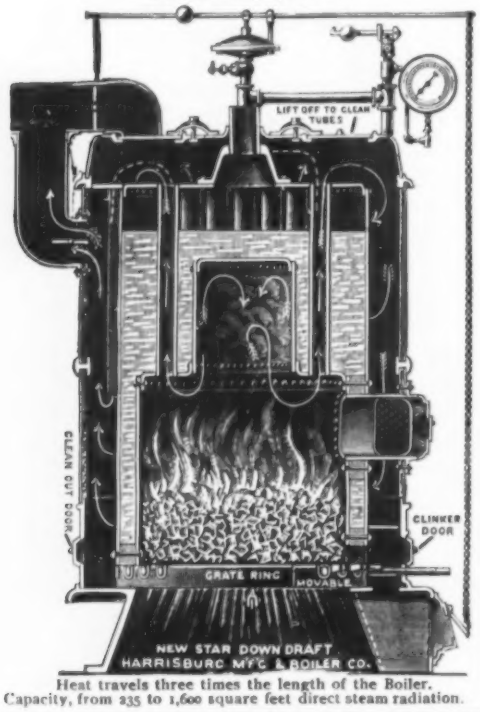
Built of Steel, 60,000 T. S.



Heat travels three times the length of the Boiler.
Capacity, from 235 to 1,600 square feet direct steam radiation.

Sizes for Steam 235 to 1600.
for Hot Water 410 to 2400 square feet direct radiating surface.

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Boiler is operated either straight or down draft, simply by opening and closing dampers in connections.

Efficiency tubes being of charcoal iron and shell of soft steel or iron, heat is transmitted quicker to the water than if the material was cast iron.

Economy is obtained by keeping heat and gases in contact with water surface for the distance of three times the length of boiler.

Fire Box is large and deep enough to carry fire and give heat for hours without attention.

Grates are of improved shaking and dumping pattern. All effective surface; clean perfectly around fire box of boiler. Slicing bar can be used through opening in front of boiler.

Cleaning heating surface is rarely necessary, owing to its position. Covers are provided in dome to pass brush through tubes. All soot, etc., dropping into space between casing and boiler, can be removed through doors in section around base.

We wish every Plumber and Steam Fitter to apply for a copy of our Catalogue; it will prove interesting.

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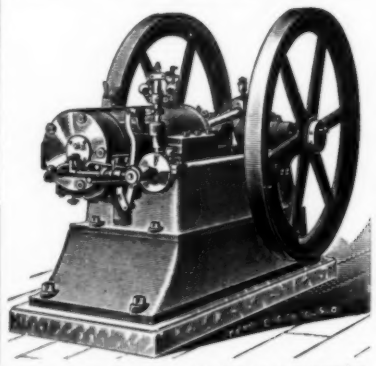
The BROWN GAS and GASOLINE ENGINE.



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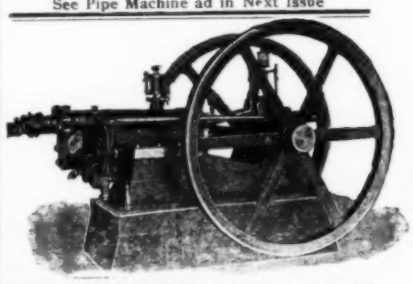

The MIAMI, Uses any kind of Gas or Gasoline.
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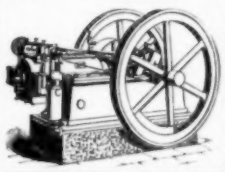
THE MIDDLETOWN MACHINE CO., Middletown, Ohio, U. S. A.

GAS AND GASOLINE ENGINES



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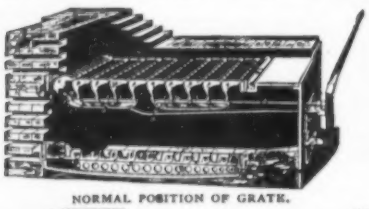
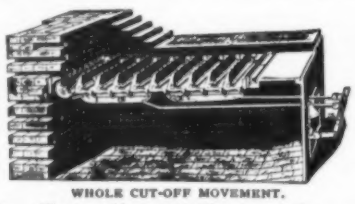


NORMAL POSITION OF GRATE.



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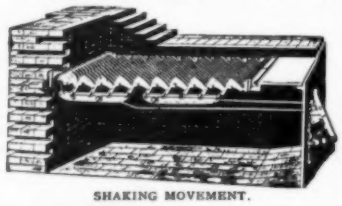
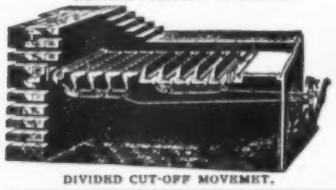


SHAKING MOVEMENT.



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These appliances together combine more valuable features for burning the smaller sizes of hard and soft coal, such as Anthracite Culm, Birdseye, Buckwheat and Bituminous Slack, than any other system; while the Grate alone stands unequalled for burning the larger sizes of these fuels with natural draught. The Argand Blower gives excellent results in burning Spent Tan, Sawdust, Bagasse, &c.

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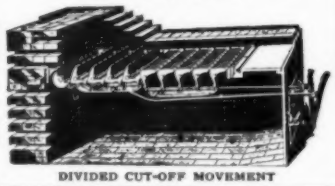

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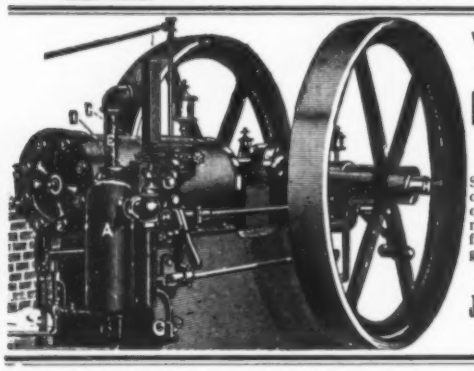

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IMPROVED.

Most Economical Engine Built. Simple in Construction, so anyone can operate it. Will out-live any engine on the market, because it is built right. We also give MORE POWER for the money invested than you can get elsewhere.

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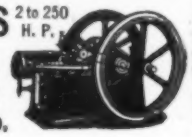

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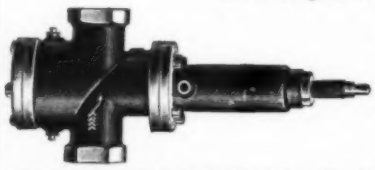
For Reducing and Controlling High Pressure of Steam, Water or Air



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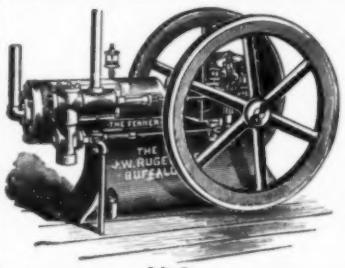

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Simplest and Best for General Power, Being Clearly and Perfectly Safe.

Write for our new Catalogue and state kind of work you require engine for, amount of power, and whether you will use gas or gasoline, and we will make you proposition that will bring the order.

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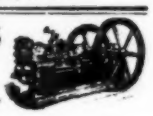

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An Impulse Every Revolution.
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Suitable for Extreme High Steam Pressure up to 250 pounds.

This Valve is constructed to meet the requirements of the progress made in feeding and operating steam boilers. It can be opened and closed as often as may be required without danger of choking or clogging, and by reason of its construction will, under all conditions, seat itself true and tightly.

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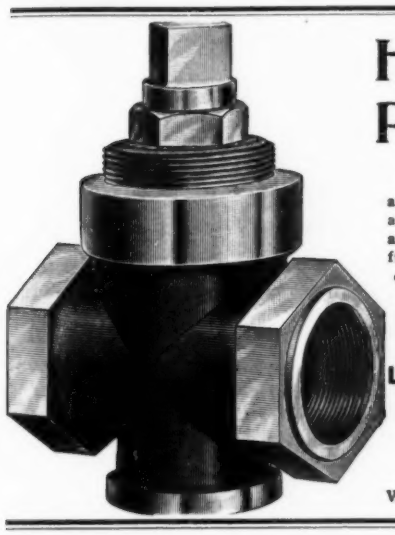

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These cocks are made of the best steam metal and specially adapted to high pressures. They are used extensively for high steam pressures and hydraulic work. We also manufacture a full line of superior brass globe valves, steam cocks, Ross gate valves for steam, gas and water, gauge cocks, lubricators, brass and phosphor bronze machinery castings Babbitt metals and car bearings.

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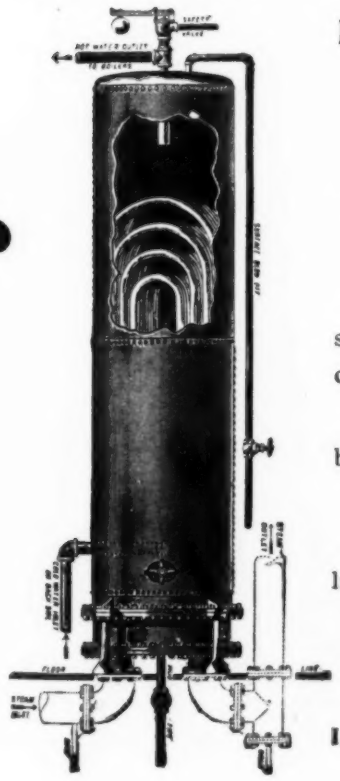

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We have made a decided step in advance of anything ever before attempted, and show the highest degree of excellence in

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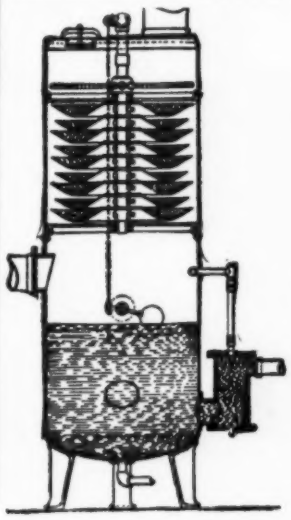

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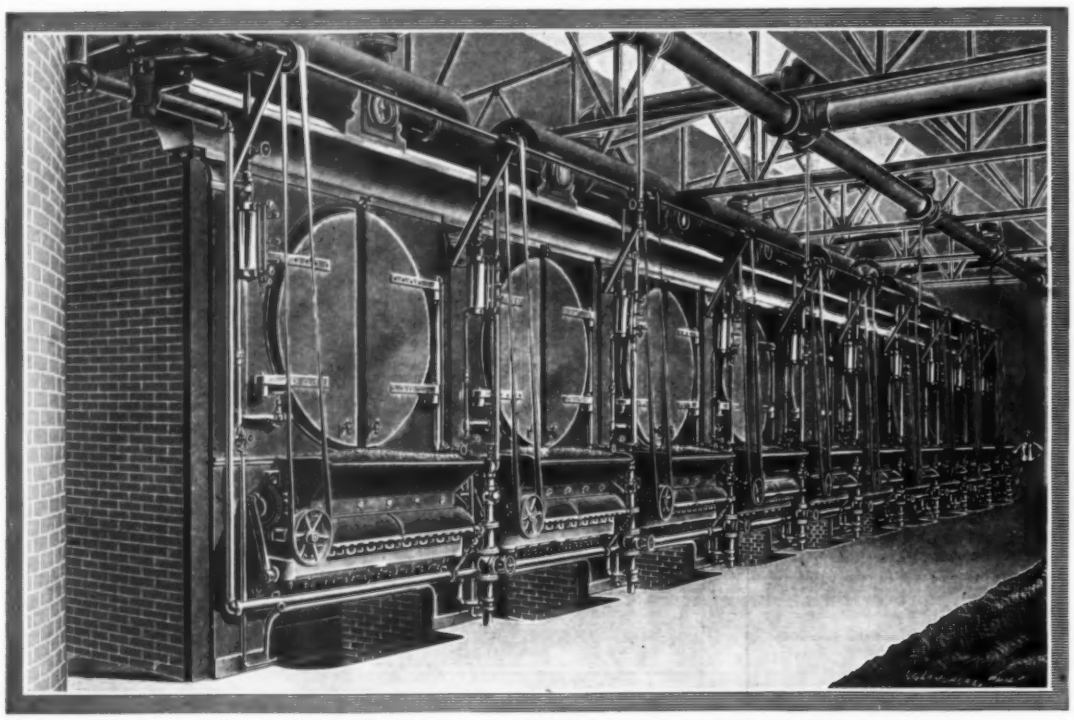
Readily commends itself to all who may be considering the physical possibilities of a pound of coal as an agent in the generation of steam or the production of intense heat.



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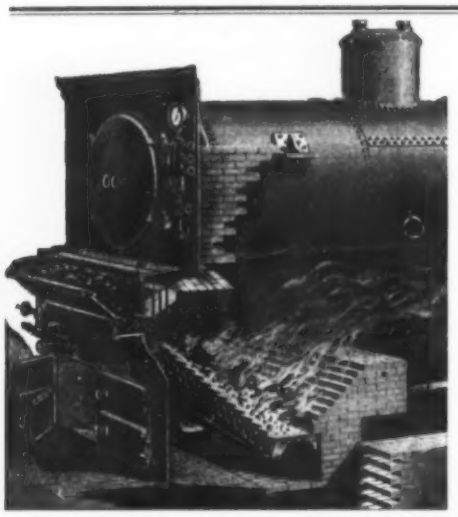

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To Burn with equal facility both anthracite and bituminous coal;
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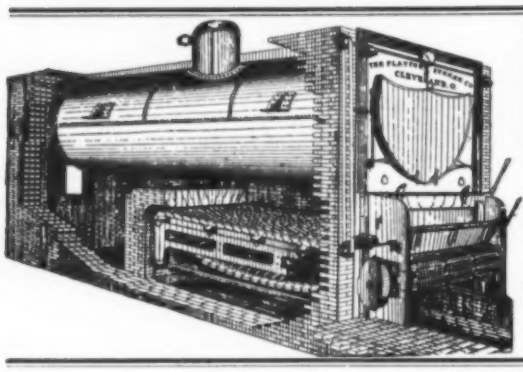

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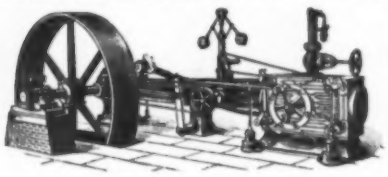

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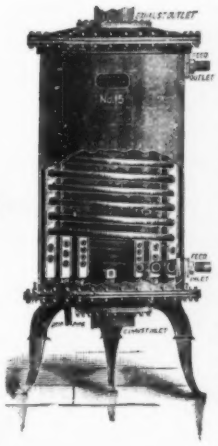

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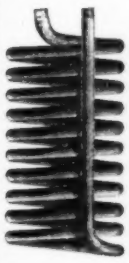

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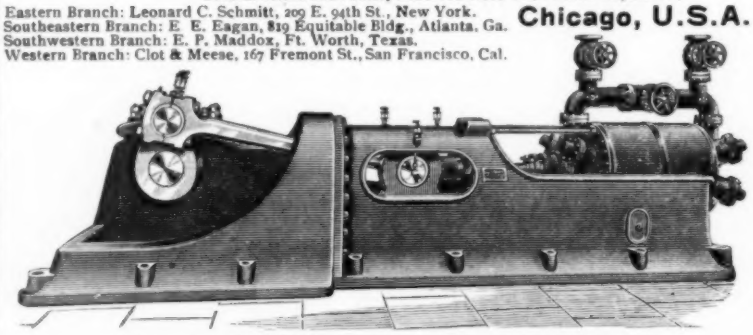

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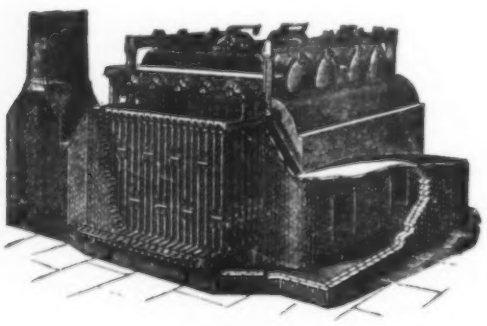

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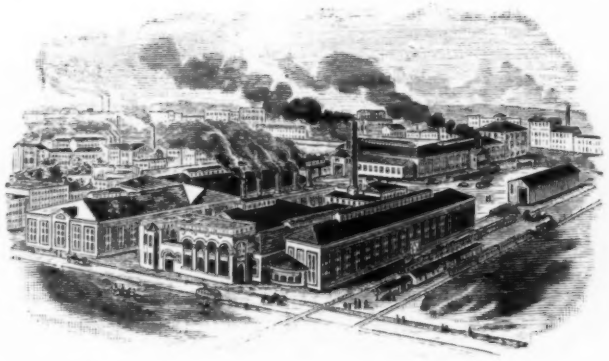

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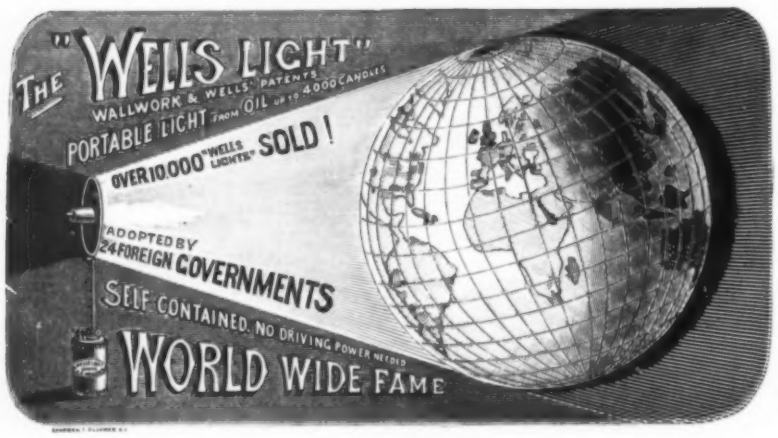

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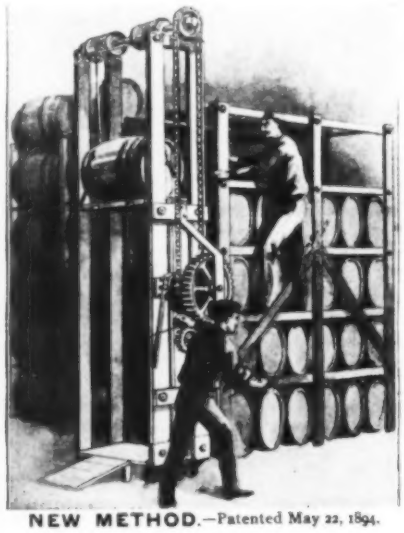

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Basket & veneer wks.	1	250	75,000	125,000
Breweries	1	100	167,000	300,000
Broom factories	1	10	2,040	6,000
Candy factories	10	60	100,000	325,000
Carriage&wagon wks.	6	100	50,000	100,000
Cider and vinegar	3	15	15,000	35,000
Cigar factories	9	100	60,000	262,000
Cotton factories	1	645	600,000	700,000
Cotton & wool pick's.	1	15	10,000	30,000
Cotton ties, etc.	4	20	10,000	25,000
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Saddleries & harness	9	30	60,000	150,000
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Saw and lumber mills	28	250	300,000	850,000
Ship and boat yards	3	70	75,000	175,000
Shoe factories	1	45	25,000	100,000
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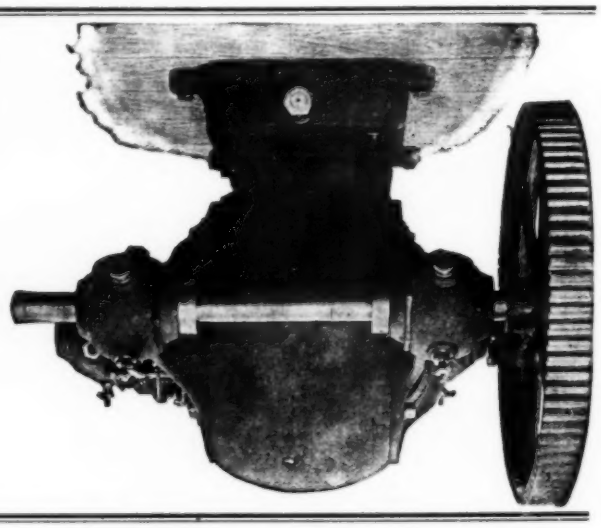

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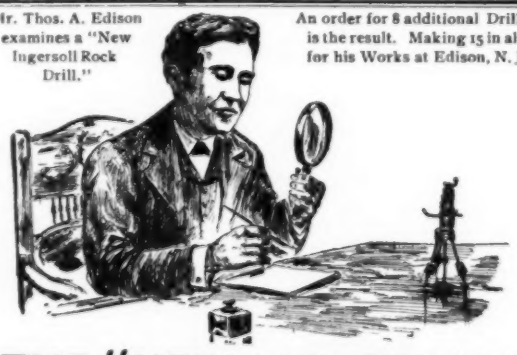

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MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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BALTIMORE, APRIL 1, 1898.

William H. Edmonds.

Mr. William H. Edmonds, secretary and treasurer of the Manufacturers' Record Publishing Co., died of pneumonia on last Tuesday, March 29, after a brief illness. The suddenness of his death, precluding a comprehension at first of its full import, emphasizes the value of the accomplishments of his comparatively short life. He was born at Norfolk, Va., forty-four years ago, and was educated at the University of Virginia. His father, the Rev. Richard H. Edmonds, dying in 1858, he and his younger brother were called upon as boys to face the world for their loved ones.

They came to Baltimore in 1871, and when, eleven years later, Richard H. Edmonds founded the Manufacturers' Record, the older brother became its business manager and made possible that success upon which the standing and influence of the paper are based. Devoted to the South and intimately acquainted, through study and observation, with its needs and opportunities, he had for the past fifteen years labored vigorously, persistently and enthusiastically with his pen and with his voice for the full expansion of all the great resources of his section. In recent years he was absorbed in the periodical, the Southern Farm Magazine, as editor and manager of which he strove to do for the agricultural interests of the South what the Manufacturers' Record did for the industrial.

Extensive travel and wide correspondence and acquaintance fitted him to understand the necessity for constant, watchful work in the field which he had entered. Half-way measures were distasteful to him. His aims were high and his ideals of the South were lofty. To lead to their attainment he hesitated at no truth that was to be told; he neglected to point out no fault that had to be corrected, and did not stint his encouragement of healthy conceptions and undertakings or his praise of sound results accomplished. He recognized the limitations of the energies that were to be exerted in special directions, but, assured that they were but temporary, he gave his aid to every measure and every movement for their enlargement. His editorial instinct and foresight were strongly developed; he was quick to perceive the significance of an event, as ready to embody his impression in effective diction, and eminently successful in securing the co-operation of the pens of other men of standing in the South whose words carry weight, whatever their subject may be. Painstaking to a minute degree and conscientious and careful in small matters as well as great, he insisted upon accuracy, clearness and timeliness in himself and in those whose work he directed—the qualities demanded in a successful journalist.

As a man he attached to himself by his kindly, open disposition everybody who was brought into contact with him. Of deeply sympathetic nature, he was a helpful friend to a man in distress or worry, and his advice was formulated upon lines of justice and honor. Profound as were his convictions, he was charitable in dealing with the motives or acts of others who differed with him. Prompt to see a wrong and to denounce it, he attacked the evil rather than the evildoer. An idealist in certain respects, he did not permit theory to keep him under unbending control where no principle was involved, but where there was a question of ethics he was always firm for the right. His optimism in dealing with his fellows was helpful in that it was wise and practical and had behind it his own sunny view of life, in spite of its early shadows. Never content with the accomplishment of one result of his broad purpose, but ever pressing forward to fresh endeavor, he was preparing for a trip in pursuance of the long-sustained task that had won him many friends in all parts of the South, when he was bidden to his rest.

The record of his labors for the South will endure as long as the South progresses in response to correct and healthy impulses. The knowledge of his pure life as a Christian gentleman is the consoling heritage of his family.

EDWARD INGLE.

No Sectionalism Here.

In a letter to the Manufacturers' Record, Mr. Robert R. Smith, manager of the Greenwoods Company, New Hartford, Conn., writes:

> While we may not be correct in our impressions, it has seemed to us that much of the matter which you publish has had the tendency to engender envy, jealousy, etc., as between the two sections, North and South. The Manufacturers' Record has been extolling the advantages of the South for the manufacture of cotton goods, and from reading it a foreigner would infer that there was nothing worth the while of going to see north of the Mason-Dixon line. There is no one that questions but that there are many advantages in the South, but that they have them all is very much doubted. We are acquainted with a mill similar to ours situated in the South and are familiar with their facilities, etc., and wish many times that we had some of their advantages, and they wish that they had some of ours. Neither of us has them all. We cannot see what is to be gained by casting reflections on New England and the North. Surely we are one nation and are working together, and while one section may have special advantages, yet they do not have them all.

It is always of benefit to a journal to be criticised. In no other way is it as well enabled to correct any wrong impressions that it may create. Mr. Smith in his frank letter demonstrates that he is laboring under a wrong impression either about the definition of sectionalism or about the attitude of the Manufacturers' Record on the subject.

In the first place, it may be safely said that there is less sectionalism in the South than in any other part of the country, if the popular conception of sectionalism be meant, or if, more properly, sectionalism be defined as the spirit which inspires one part of the country to exert unsleeping energy in strengthening its interests through the artificial means of legislation or other agencies at the expense of the rest of the country. Though the South has not escaped the evils of selfish ideas originating in other parts of the country and cultivated by designing demagogues who are peculiar to no section, the conviction upon which is based the action of the men interested in the industrial and commercial advancement of the South is that the safety and happiness of the republic are to be maintained only in the regular and steady growth of all interdependent parts of the country. Representing that sentiment, the Manufacturers' Record has striven unwaveringly for many years to aid in the removal of every influence upon which sectionalism thrives, whether the influence was the Wilson tariff bill of the South, the free-silver cry of the West, the unnecessary politics based upon the race issue or the New England proposition that the general government should regulate the labor problem. It has insisted upon principles which it believed were for the benefit of the whole country, and it has extolled the South because that was the very purpose of its publication.

But, in the second place, we maintain that the exploitation of the natural resources of the South is not sectionalism, but, on the other hand, that the essence of sectionalism is in just such a contention as that raised by our correspondent. If in enlarging upon the advantages of the South for cotton manufacturing in comparison with those of New England we had designed to injure the New England cotton industry, or if we had urged the adoption of a constitutional amendment compelling New England operatives to work as many hours a week as those in the South, we would acknowledge that we were sectional. But it is only necessary to read letters from a number of our Southern correspondents to perceive that we had no such designs. Our sole aim has been to place the South in a position to avail itself of the existing conditions in New England's textile industry by persuading those men who no longer find it profitable to manufacture in New England to come to a part of the country where their investments will be remunerative. The intent of the South has had nothing to do with New England's plight. That is but the result of the operation of a natural law, similar to that which manifests itself in the development of labor-saving machinery, and a law which can be violated only temporarily by artificial and sectional policies.

In arranging the nuptials of New England capital and Southern resources the Manufacturers' Record believes that it is contributing largely to the decay of sectionalism.

Cotton in Bond.

In the current number of Dixie, of Atlanta, is an editorial discussing the new plan of bonded warehouses for cotton as a means of supplying farmers with first-class collateral with their cotton as the basis. Dixie is inclined to discount the plan on the ground that it compels the planter to pay a double per cent. for his money in the way of storage and interest. It says:

> If the farmer was in a position to store his cotton at home, and thus hold it without cost for a higher market, the chances might be in his favor, but when he must pay a sum equal to 8 per cent. for its storage—for a charge of fifteen cents per month for each bale equals an interest charge of 8 per cent. on the valuation—and, besides the storage, must pay 8 per cent. for the money borrowed on the warrants, it will be seen that he is paying dearly for the privilege of holding his cotton for a higher market. It seems to us that the bonded warehouse company should advance cash upon the cotton stored as collateral. Why should the farmer be compelled to surrender gilt-edge collateral—his cotton—to secure a warrant which must in turn be surrendered before the farmer may obtain ready money? Why this necessity for a double charge? Make one transaction out of it. If the farmer prefers to hold his cotton for a higher market, let us have the bonded warehouse system by all means, but give him money for his cotton, and not a warrant that must be discounted.

If cotton was gilt-edge collateral in the hand of the planter, the objection raised by Dixie would be valid. But as the bonded warehouse is about the best means yet offered whereby the cotton may be the basis of gilt-edge

collateral at money centers, it is worthy of a trial. The contention that the planter loses the use of the interest and storage charges may be met in two directions. He cannot expect to have his cotton in guaranteed safety for nothing, and should be inclined to pay the small storage charge for value received. He cannot expect to have the use of money either for nothing, and even if he would have to pay 8 per cent. interest, which is doubtful, it would be better for him to lose the use of the storage fees and interest than the use of the loan, and much better for him to be in a position to hold his cotton until the purely speculative stage of the market has been passed, instead of being compelled to force down the market by immediate sale.

The difference between the new plan and the old method of using cotton as an asset may be understood if the dealings based upon stocks of various kinds are considered. If the actual securities were passed along every time there is a legitimate financial transaction based upon them, not only would the transactions be extremely limited, and consequently industrial and commercial progress be sadly hampered, but the securities themselves would lose much of their value.

Perfection cannot be attained at one bound. The bonded warehouse plan, which practically converts cotton into a negotiable instrument, is an advance upon the system in which cotton is a mere commodity. It should be tried until something still better is devised.

Wants to Burn Us.

Mr. John M. Grath, of New York, commenting upon the editorial in last week's Manufacturers' Record regarding the attitude of the New York Evening Post towards the proposed monument to the Maine victims, writes as follows:

If our Evening Post had no following the paper would not exist, and, of course, could not prosper. But, with permission, the Evening Post has a very large following, and as the paper cost three cents, you may be sure that following is not made up of people who have never been at a college. The Evening Post is read by thinking people, and not by demagogues like you and many others, full of prejudices against foreign nations, when we all come from foreigners. Your paper and the Journal ought to be burnt.

We fail to see the connection between paying three cents for the paper and the enjoyment of a collegiate education, which we judge is the meaning of the phrase "been at a college." We fail, moreover, to see any connection between opposition to foreigners and criticisms of the barbarous attitude of the Evening Post toward the patriotic instinct that has favored a monument to those who perished in Havana harbor. Burning used to be a favorite method of suppressing free expressions of thought. But we are not living in the Dark Ages.

On another page is an article written by Col. J. B. Killebrew, of Tennessee, which will be read with profound interest by every man who desires the South to attain unto the full measure of its possibilities. The author discusses in his characteristically forcible style the relation of the people to corporations, the evil effects of demagogic legislation upon instrumentalities of development and the great results which flow from a proper encouragement of them. Colonel Killebrew has a national reputation not only as a thorough and attractive writer upon many topics related to the welfare of the South, but as an energetic and practical worker for the upbuilding of his State and section. He writes from the standpoint of philosophic observation, and his words will have undoubtedly a marked influence upon public opinion.

A Legislative Millennium.

A business man of Cincinnati asserts in the Commercial Tribune that "it is a fact which no one can dispute that the railroads cannot operate as many trains, nor employ as many men, nor pay as good wages, if the two-cent-a-mile bill becomes a law." The business man doesn't understand the true grandeur of the advocates of a reduction of railroad rates. These wide and deep philosophers and political economists hold that the railroads can and of right should operate more trains, employ more men and pay better wages in consequence of a reduction of rates. The less money comes in the more there will be to pay out. This is a theory which they esteem to be like Teneriffe or Atlas unremoved. Besides, can't the legislature, which puts down rates, put up wages? Is there anything that a legislature can't do?—New York Sun.

The Sun is right. The whole world can easily be straightened out by legislation. There are a great many men who want larger wages and many men out of employment who want work. If the legislature in each State, or if Congress will act promptly, all this can be remedied. It is only necessary to pass a law that every factory shall increase the number of its hands, say 25 per cent., and the wages of its employes, and that every railroad shall do the same, and at once the situation is changed. Everybody would be profitably employed and business would hum. What is the use of wasting time on politics, when a simple act like this would immediately make everybody prosperous and happy?

A Logical Sequence.

The cruel barbarism that proclaims "might is right" has as firm a hold on mankind as ever. Its minacious manifestations are appearing in almost every department of life, in every country, in no countries more than in the advanced and enlightened countries. In this country, baron-ruled and baron-cursed, the rich conspired to defraud the many and lick up the popular substance. They had the power of organized capital to enable them to do it. Then came the horde of pensioners, clamorous, insatiate, avaricious. They banded together in the G. A. R., learned their strength, elected their congressmen, looted the treasury and proclaimed themselves patriots. They had the power, the force, and they exercised it. And now we begin to hear the rumbling of another movement. Its manifestations are many, its form protean. But whether as anarchy, socialism, populism or a more violent form of agrarianism, its object is the same; it seeks a sufficient access of strength to give it power and force enough to attack property rights, to invade private interests, to take from those who have, by force, under the forms of law if possible, but to despoil. Corporations, whether municipal, commercial, public, quasi-public or private, are the special objects of attack. In the scheme of co-operation which has brought civilization to its present advanced state, it has been found necessary for individuals to join together and do as an association what they cannot do as individuals. To this plan of association are we indebted for many of the blessings which we now enjoy. Without it we could have no railroads, or telegraphs, or telephones, or colleges, or universities, or any of the triumphs of civilization. Government itself is but an association of individuals on a large scale. Yet no sooner is one of the associations formed and given the name of a corporation than the hostility of agrarianism is inflamed by demagogues appealing to the baser passions of the people for the selfish purpose of obtaining preferment. Prejudices long dormant are aroused and the unthinking are made to believe that an onslaught upon the rights of others is proper; that there are wrongs which should be righted or revenged; that the inequalities of fortune and the capriciousness of fate are the result of corporate influence. Appeal is made to the law of force, to the blind fury of ignorance. As between nations we may accomplish little, but as a people, a nation, we can accomplish much. Demagogues and demagogy should be cried down. Honesty, justice, equity should be exalted. Wise counsels should prevail. Unless this is done, a storm may be raised which will not be easily or soon quelled.

In this editorial utterance of the Memphis Commercial-Appeal is traced the logical sequence of influences which germinated half a century ago. The only objection to it is its failure to go to the roots. Agrarianism and populism, its legitimate child, were not born in the South. Their origins may readily be traced through the West to the North. That they should have gained a foothold in the South is not surprising in the light of events of the past thirty-five years. But there is consolation in the fact that the Americanism of the South is too rich to endure such vagaries for any great length of time. Native common sense and conservatism will drive the demagogue back to the region of his origin, where the material upon which he thrives abounds the most.

Enterprising merchants have formed the Retailers' Association of Baltimore and are planning to enlarge the trade of their city. They have a field before them with many rich possibilities. These may be realized, though active and persistent effort will be necessary. The character of the men who belong to the association is a guarantee that they will not be lacking in the required efforts, and they are certain of wide-awake, intelligent and energetic execution of their plans by Mr. Alexander Helper, who has been elected secretary of the association, and who is thoroughly alive to the opportunities of the organization and well equipped to induce practical results from them.

The health authorities of Charleston, S. C., are urged by the News and Courier as a matter of duty and common sense to clean the city at once, as it would be better and cheaper and safer to do it now than to postpone it until the middle or end of the heated term. The policy of prevention of disease is a wise one, and one that will do much to simplify the quarantine problem. Look after prevention and the cure will look after itself.

At a preliminary conference at Nashville on Friday it was decided to hold the Tennessee Industrial Convention on May 11. The enterprising spirit and the harmonious action which have characterized the preparatory stages of this movement are auguries of a satisfactory outcome of the convention. Tennessee is rich in manifold resources and its people seem determined to leave nothing undone for their full development.

ON THE GULF COAST.

The Increased Interest in the Growing of Sugar.

[Special Cor. Manufacturers' Record.]

Wharton, Texas, March 25.

The Manufacturers' Record comes to me very promptly, also to a number of others in this section. We have learned to look for it with interest. This section of Texas has recovered from the shock of war with a rapidity unprecedented in the annals of prosperous Texas. This county alone has doubled her population since 1893; has quadrupled her assessable values. A score of other evidences could be mentioned. Compare Houston (Harris county) with the Houston of 1890; Galveston of today with the city ten years ago. The "City of the Bayous's" directory shows at liberal estimate 65,000 people, against the 35,000 of the 1890 census. Fourteen railroads pour a constant stream of traffic daily into her grand center. There is published the Daily Post, a journal which in circulation and influence has lost its identity merely as a Texas paper—it belongs to the South—wielding a power growing apace. Look at Velasco, the port of the Brazos, at the expected national appropriations for harbor improvement, at what Galveston has received, at the certainty of heavy appropriations for making Houston a deep-water port—these are but some of the slight evidences of internal thrift which has invested this section within the years mentioned. What is true of these points named can be said of all counties herein noted.

In plain statement, in gleaning over the last two issues of your publication, we find more space devoted to this section than has been accorded the whole coast section by metropolitan journals for the last twenty-five years.

Meetings have been held here within the past thirty days by men of wealth and prominence for the purpose of putting in a central sugar refinery. The proposition took definite shape when an assemblage was addressed by Capt. William Dunovant, the well-known sugar planter of South Texas, showing the possibilities of sugar culture in this scope of country. The trial has long since passed the realms of experiment. Before 1860-61 the largest sugar plants in the State were in this county. With slave labor and the crude machinery and wasteful process of those days the output brought in a net return of $40 per acre (this is the lowest estimate). The industry, as above noted, received a shock by the result of the war which until now had not recovered. The tide of immigration and capital was turned away from this point. The industry has only slumbered. With the turn of wealth and people again to this portion thrift and enterprise shake off their lethargy, superior conditions of soil again assert themselves, and the country will once more assume her former prominence.

A very careful estimate places the available sugar acreage in this county at 100,000. In the five counties, Harris, Fort Bend, Brazoria, Matagorda and Wharton, the last possesses advantages not owned or claimed by the others in point of drainage, wherein a greater part of the problem is solved, labor saved and returns appreciated in achieving results in the industry. The general proofs of these statements are on hand. In the next county is the Cunningham sugar plant, the largest single sugar refinery in the United States, with acreage and output increasing yearly. Here we invite and await capital.

WILLIAM FRANCIS LINN.

Of Advantage to Louisville.

In a letter to the Manufacturers' Record, Mayor Charles P. Weaver, of Louisville, Ky., writes that during the session of the Kentucky general assembly, just closed, two bills were enacted as laws of great advantage to Louisville. One of these laws exempts from taxation for a period of five years new manufacturing industries that may come to Louisville; the other relieves all private corporations from assessment for the franchise tax. It is believed that these measures will result in attracting to Louisville capital seeking a desirable location.

W. H. Councill, president of the Agricultural and Mechanical College for Negroes, of Normal, Ala., has issued the call and programme for the fifth annual industrial congress of negroes, under the auspices of the school over which he presides.

SENSELESS HOSTILITY TO CORPORATIONS.

Benefits of Aggregated Wealth and the Evils in Assailing It.

By Col. J. B. Killebrew.

Among the most potent causes that have retarded the active development of some parts of the South is that of hostility to all corporations. This hostility has in many localities become so pronounced and so virulent as to deter not only all outside capital from organizing for Southern development, but even local capitalists have been afraid to invest their money in industrial enterprises where it is necessary to invoke corporate aid. It is impossible to estimate the amount of loss which the South is now suffering by reason of this senseless and even insane prejudice. It is senseless because no great industrial movement in the present age can be successful without corporate powers which insure its permanence. It is insane because it keeps every community entertaining such enmity from advancing in material wealth and prosperity. This prejudice exists to a larger extent among farmers than among any other class, and farmers receive by far the largest benefits from the presence of incorporated establishments founded for the building up of manufacturing industry. As an evidence of this one has only to point to the fact that the farmers in the great manufacturing States receive far more for their products than they do in the agricultural States.

Compare, for instance, the condition of agriculture in Massachusetts with that in Mississippi. A farmer in Massachusetts receives per capita annually $346, while in the agricultural State of Mississippi the per capita income to the farmer is only $203. Now the conditions for a successful agriculture in Mississippi are far more favorable than those in Massachusetts, with the single exception that Massachusetts, by reason of its large number of manufactories, has a market at its doors, while Mississippi has to send its products to distant markets, involving a large outlay for transportation, before its farmers can realize anything for their labor. It not unfrequently happens in the case of fruits and perishable vegetables that their value is totally lost during the period of a long transportation, while home markets would have rendered such a loss highly improbable.

Nor is this all. The number of persons engaged in gainful occupations in Massachusetts, as compared with the number in the agricultural State of Mississippi, is as 44 to 36; that is to say, there are over 22 per cent. more persons at work in Massachusetts than in Mississippi. If the per capita income of the farmers of Mississippi could be increased to what it is in Massachusetts the farmers of that State would have an annual income greater by $51,485,720, for we find that there were engaged in agriculture in Mississippi for the year 1890 360,040 persons; the difference in the per capita receipts between the farmers of Mississippi and Massachusetts was $143, so by multiplying this by the number engaged, the vast sum given above shows the absolute yearly loss to the farmers of Mississippi, as compared with those of the manufacturing State of Massachusetts.

These examples might be greatly multiplied, exhibiting even greater losses than the comparison between these States show.

Now, if the number of workers in Mississippi could be increased to what it is in Massachusetts, another exhibit would be made that would awaken the most earnest inquiry as to causes which induce and sustain a hostility that is unwise, unprofitable, unjust to the South, to its manhood, and suicidal in its disastrous material effects. How such a hostility was ever created, and how it has been kept up in the face of such facts as are given above, is one of the mysterious and unaccountable phenomena of our psychical organism. An East Indian will sometimes run amuck, and, after stabbing his friends, he will plunge the dagger into his own heart and die. In this venomous prejudice existing against corporations we see the extraordinary spectacle of not one, but a large and apparently intelligent people stabbing their most vital material interests without adequate cause, being influenced solely by an unreasoning and diabolical prejudice.

And why should there be hostility against corporations? What is a corporation? Simply an artificial person created by law and endowed with certain designated powers by which a large number of small capitalists may be able to compete with the great millionaires. Destroy corporations and there is no method by which the millions may use their aggregated capital. No railroads could exist, no great manufacturing industries, no great cities, no great concerns for the employment of labor. We should be swept back into the past a thousand years, with all the deprivations of the feudal ages.

We are aware that much of this hostility has arisen since the advent of the railroads, and yet a careful investigation shows that no employes were ever so well and so promptly and so generously paid as those in the service of the railroads. And, further, no instance can be named of a prosperous railroad serving an impoverished people. Wherever the best equipped and best managed railroads are to be found there will be seen the largest number of prosperous citizens.

Whatever gives constant employment to the population; whatever reduces the number of idlers and increases the number of workers; whatever gives a ready market for the products of the farm, orchard and dairy cannot fail to benefit agriculture. Factories do this; railroads do this; whatever diversifies employment does this. And all these agencies come from establishments based on corporate powers. Partnerships will not do, for the death of a partner dissolves the association. Individual enterprise will not do, because the death of the individual usually necessitates the division and distribution of his estate.

There is no question of the fact that those portions of the United States most deficient in grand natural resources are precisely these which have amassed the greatest amount of capital. Through the agencies of corporations New England is "shaking every bearing tree and catching in its lap the most precious products of every State." Her insurance companies, trust companies, banking institutions, cotton and woolen factories, carpet and shoe factories, establishments for making glassware, fancy goods, buttons, cars, clothing, combs, food preparations, in the aggregate making over 26,000 manufacturing establishments, with an investment of $630,000,000, are all run under corporate powers. Nor does this include the hundreds of millions invested in railways, ships, wharfs, etc. These corporations have made the whole of New England rich in the midst of natural poverty and in a most rigorous climate. Give to the people of the South the same advantages that New England has derived from the free use of corporate powers and every farmer will be made glad, every waste field will be reclaimed, every hillside will bear fruit and every child will be educated.

These prejudices have been fostered by political hacks destitute alike of wisdom and of principle, and portions of the South today are suffering more from those monstrous purveyors of indiscriminate hostility to corporations, in which every man should have an interest, than it is from all other causes combined.

It is a fortunate thing for the South that this hostility is confined for the most part to those States and localities where the population is least intelligent. It may be expected, therefore, that it will gradually disappear as the light of knowledge is diffused and as the laws of progress are better understood. Many of the Southern States are advancing in material wealth with an accelerated speed, and the time is not distant when they will look back upon this prejudice as civilized nations now look back upon the use of the pillory and the rack.

The Southern people everywhere should nourish their prosperity and not nurse their prejudices. They should harmonize all their industrial energies, and not create discord. They should not waste their forces by pulling in various and opposite directions, thus neutralizing their powers, but they should all move forward with a single purpose to build up their prosperity to a degree commensurate with the grand destiny to which their natural advantages entitle them among the enlightened people of the earth.

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., March 29.

The iron market the past week was devoid of all interest, unless its dullness is a matter of interest. The business was very small. There were some rumors afloat, but they excited but little comment, as, if true, the limited transactions showed they had little weight in the market. A recognized authority in iron circles characterized the market as being dull as ditch water. Yet the sales for March so far are greater than for all of February. One interest reports its sales during March as fully up to production, while declaring the market a very quiet one. The orders are for small amounts, but they have been uniform and constant, and this has helped to maintain prices. As far as can be ascertained, the argument that binds the various interests concerned to mutual benefit has so far worked satisfactorily. With some few of the furnaces holding out from it, it cannot be expected that rigidity of prices and terms will always be adhered to. There must necessarily be more or less elasticity in both to meet the circumstances of cases as they arise. But as an approximate guide to buyers the market is quoted as on the basis of $7.25 for No. 2 foundry.

The export trade let up the past week, one of the impelling reasons being stiffer ocean rates and less room offering. It is surmised that the probability of war has some influence in this.

At the rolling mill there is no diminution of activity, and they report business of sufficient volume to absorb output. The minor industries are yet full of work. One important interest states that they are now and have been for some time declining fresh work, as they have booked all the business they care to engage. Others keep adding to their already plethoric orders and hope by running double shift to in time catch up with business. Everything forecasts a busy summer, barring the influence a war might have. J. M. K.

RIGHTS OF RAILROADS.

Effects of Adverse Legislation Described by Mr. F. B. Thurber.

In a recent address before the Merchants' Association of New York on "Our Transportation System," Mr. F. B. Thurber, president of the United States Export Association, had the following to say regarding the encouragement of a healthy public opinion about the place of railroads in civilization:

"I was one of those who feared, in years gone by, that the public might be oppressed with excessive rates for transportation, and advocated with others the abrogation of pooling or the right of contract among railroads, a right which every other person, individual or corporate, enjoys; but experience has shown that with the progress of combination and consolidation which has gone steadily on there has been a progressive reduction in the rates for transportation, until the United States now enjoys lower rates by one-half than any other nation on the face of the earth, and that the only thing we have to fear is unjust discriminations between shippers and between localities, which can only be prevented by enabling our transportation lines to enforce their contracts upon each other, which they are now prohibited from doing. A majority of carriers and a majority of shippers desire reasonable, uniform and stable rates. A selfish minority, both of carriers and shippers, which find their profit in chaos, oppose this right of contract. Let the fair majority combine against the selfish minority and establish that which is reasonable.

"The rivalries of politicians in a country with universal suffrage, and of sensational journalism in an effort to catch the eye of a nation of readers, exaggerate evils and imagine dangers which do not exist. These find their expression in anti-trust laws, which have been applied without reason to our railroads. They have caused a hard bargain to be driven between the government and the stockholders who owned the Pacific roads—great highways that have conferred untold advantages on the nation. They encourage confiscation in the guise of taxation; they cause railroad commissioners to seek and exercise arbitrary authority. But there are signs of reaction in the public mind, which with proper grouping and presentation of the facts, will prevail in the end. The recent decision by the Supreme Court of the United States in the Nebraska rate cases is a favorable omen; but courts only interpret, they do not make the law, and if the laws are unjust, courts become a danger instead of a safeguard. Hence the importance of persistent education of public opinion as to what is reasonable and just. Merchants' associations should lead in this educational work, for they represent the conservative thought of the commercial world."

In the way of personal memoirs of the civil war there has been nothing more interesting published than Charles A. Dana's "Reminiscences," and much the most interesting of these thus far is the paper in McClure's Magazine for April, giving Mr. Dana's recollections of Lincoln and his Cabinet. Living in the closest official and social relations with Lincoln and the members of the Cabinet for a considerable time, Mr. Dana's opportunities for knowing them were perfect, and he has set forth his impressions of them with that perfect frankness and that sure sense of the central characteristic which make his portraitures so real and definite.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Monroe & Natchitoches Project.

The promoters of the Monroe & Natchitoches Railway have issued a prospectus in which it is stated that this projected line of railway, to be built at an estimated cost of $1,000,000, will be eighty-nine miles long, extending from Monroe, in Ouachita parish, southwesterly through the parishes of Ouachita, Jackson, Winn (passing through Winnfield, the county seat,) and Natchitoches to the city of Natchitoches. It traverses agricultural and timber country and opens to development the varied natural resources of the portions of Ouachita, Jackson, Winn and Natchitoches through which it runs, now without rail transportation. The timber business alone, with the resulting freight of machinery, mill supplies, provisions for those engaged in the mill industry and the passenger traffic would render the line a profitable one. The long-leaf pine is, however, but one item of the revenue produced. Along the creeks and the smaller streams quantities of valuable timbers are found, and one of the most valuable sources of revenue will be the large stave and wood business that will follow the opening of this territory. In Winn parish is found a deposit of marble resembling closely the Tennessee varieties. But for lack of transportation facilities this quarry would have long since been developed. It is owned by the Southern Mineral & Land Improvement Co., of which Atwood Violett is the president. In Winn parish also is found a large body of cypress, noted even in Louisiana, the home of the cypress. It is said on good authority that there are single acres that will cut 100,000 feet of the finest cypress. This brake, which is now owned by Northern capitalists who have in view its immediate development, is only two and one-half miles from the line, and can be easily reached by a short spur track to be constructed by the owners of the brake. Extensive deposits of cannel or brown coal exist, occurring in strata ranging from two to four feet in thickness, underlaid by clay and overlaid by soapstone formation. But little is known as to its value. It has a specific gravity of 1.325 and yields 12 to 15 per cent. ash, comparing favorably in these respects with the bituminous coals. Seventy-five miles from Monroe the line leaves the uplands and enters the Red River valley. From here to Natchitoches the route is through cultivated fields interspersed by small tracts of timber. Cotton, cane for the manufacture of molasses, corn, sweet and Irish potatoes, hay, garden vegetables of all kinds, cattle, hogs and poultry are among the staple products. In the portion of the valley tributary to the line, including cotton hauled into Natchitoches, fully 15,000 bales of cotton are grown, with various other farm products enumerated above.

Monroe, the county-seat of Ouachita parish, has a population of 7000, an assessed value of $1,250,000. It is known as one of the finest business towns of Louisiana; has three banks, eight wholesale houses, two compresses, two oil mills, a fine system of water and light, etc. Ouachita parish has an area of 648 square miles, a population of 32,000, an assessed value of $3,293,950. Jackson has an area of 577 square miles, population 8000, value $504,550. Winn has an area of 956 square miles, population 7900, value $1,053,120. Natchitoches's area is 1238 square miles, population 28,000, value $3,034,000. Natchitoches, the county-seat of the parish of the same name, has a population of 2500.

Benefit of Railway Systems.

The value of a large railroad system like the Kansas City, Pittsburg & Gulf to the communities along its line, especially to the cities where it terminates, is shown in a recent statement of President A. E. Stilwell, of the company. In discussing the boycott against his road he incidentally detailed what has been accomplished by the Kansas City, Pittsburg & Gulf since its inception.

"The boycott," said he, "is illogical; it is unnatural; it is un-American. I do not believe in it. I believe in freedom; freedom of thought, freedom of action. I do not believe the plan of boycotting a railroad is business-like. It shows jealousy, narrow-mindedness, and that spirit which grows out of small dealings. When the Kansas City, Pittsburg & Gulf Railroad first started they said it would never be built. But it was built. Then they said we would never be able to pay off the first coupons. But they were paid, and paid on time. Then they said we would have to borrow the money. But we did not have to borrow the money; the road made it, and has been making it right along. Then they said we would never be able to pay off the second coupons, which are due April 1, now in a few days. But we will; the money is now in the bank. Each of these payments amounts to $420,000.

"During the year 1897 we paid out over $10,000 a day on new construction. We have one line of steamers running from Port Arthur to Mexico, and another line to Central America. It is for a connection with this Central American line that the Missouri, Kansas & Texas Trust Co. will build a railroad in Colombia, from the Magdelina river to Bogota, a distance of 300 miles. The survey is now being made by a corps of engineers which left for that country some time ago. We will reduce the time from the coast of Colombia to the capital city of Bogota just two weeks. It is a most resourceful country, and at present it requires two weeks to travel from the coast to the capital; but with this line of road it will only require a few hours, and we will then have a direct line of transportation from Chicago, Omaha and Kansas City to these Central American ports. We now have 2000 tons of freight contracted for every month in the year during the coming five years for our Mexican steamers, and we are loading a steamer at Port Arthur every ten days.

"We do not need to build either to New Orleans or to Galveston, as the connections to both places are as good as they can be. Our service with the Southern Pacific is all that could be asked. As for Galveston, we are now entering over the Gulf & Interstate road, and it affords every facility we need. Our steamers will land at the Port Arthur terminal by June 1. We are now preparing to build an elevator of 600,000 bushels capacity; also, six immense warehouses will soon be in the course of construction."

Illinois Central Improvements.

It is announced that the Illinois Central Railroad Co. has determined to make a number of extensive improvements on its Southern division. According to the statement of Vice-President J. T. Harahan, the work will be principally that of reducing the grades between Memphis and Fulton, Miss., and putting in heavier rails, which will permit hauling more cars to the train. The grades will be reduced about twenty-five feet to the mile, and this will increase tonnage per train about 50 per cent. When the work is finished the Central will have an absolutely level track between those two points, or from Cairo to a point 200 miles south of Memphis. The amount the Illinois Central will expend this year in reducing the grades is $1,200,000. Next year the grades will be lowered all the way to New Orleans wherever it is feasible and necessary to give the best possible service.

The particular advantage of having a level track is in the increased amount of tonnage to the train. Mr. Harahan stated that after the grades between Memphis and Fulton had been lowered twenty-five feet to the mile the trains could handle 50 per cent. more freight, and much of the freight that now goes down the main line will be handled through Memphis under the operations of improved facilities.

The Virginia Roads.

Already rapid progress is being made with the work on the Virginia, Fredericksburg & Western and the Richmond, Petersburg & Carolina railroads, which were referred to in last week's issue of the Manufacturers' Record. Mr. W. P. Chapman, of Petersburg, who has secured the general contract for the Petersburg lines, writes that he is now letting sub-contracts for all of the line between Petersburg and its terminus, Ridgeway, N. C. These include the masonry, grading and bridges. He states that he will need about 300,000 ties. Several months ago the Manufacturers' Record stated that the railroad company had made arrangements to secure the necessary rails for the entire length of the road.

J. W. Coffin, representing the Union Construction & Development Co., which has the contract for the Fredericksburg line, it is stated, has purchased 200,000 ties for this road and contracted for a number of tram cars with the Southern Foundry and Machine Works, of Fredericksburg, to be used in the construction.

The Mercantile Trust Co. of New York confirms the report that it is trustee for a mortgage given by the Richmond, Petersburg & Carolina Railroad Co. to finance the building of its line.

The Railroad Army.

In his second appeal to the North Carolina railroad commission in opposition to a reduction of passenger rates, Vice-President E. St. John, of the Seaboard Air Line, quoted statistics to show that with 800,000 employes of railroads in this country, there must be at least 2,400,000 persons dependent upon the railroads for support, and that the railroads were the great disbursing agents of the country, and he added:

"Let us deal fairly with this great interest and see to it that it is not only permitted to exist, but to earn from just and reasonable rates sufficient to meet not only its operating expenses and taxes, but to have something over to meet its physical necessities and to pay that debt which it justly owes to its bond and stockholders, viz., the interest upon its bonds, coupled with a reasonable dividend upon its stock; and right here let me say that the railroads comprising this line have no bonds or stock which does not represent actual cash expenditures."

Norfolk & Ocean View.

The Norfolk & Ocean View Railroad has been sold to Messrs. R. Lancaster Williams, of Richmond, and Walter H. Doyle, of Norfolk, who, it is understood, represent the Norfolk Street Railway Co. This road, which is an electric line, extends from Norfolk to Ocean View, on Hampton Roads, and is considered a very desirable property. It connects with the Norfolk Street Railway system, which, as readers of the Manufacturers' Record are aware, was recently secured by a Baltimore and Richmond syndicate, including Messrs. John L. Williams & Sons and Middendorf, Oliver & Co., bankers. By combining these lines the Norfolk Street Railway Co. will have a direct route to Hampton Roads through one of the most productive trucking regions around Norfolk. The Ocean View road, which is eight miles long, connects with what is known as the Willoughby Spit road, extending to a point on Hampton Roads, opposite Old Point Comfort, and connecting with it by a ferry.

A Friend of New Orleans.

President Fish, of the Illinois Central Railroad Co., has again shown his great interest in New Orleans and the South by heartily encouraging the movement to contribute a silver service to the cruiser recently purchased by the United States and named the "New Orleans." He has personally contributed towards the fund, while two divisions of the Illinois Central, doubtless at his suggestion, have also contributed. With the amounts given by other officials of the same company, including Vice-President J. T. Harahan, the Illinois Central has given nearly $1000 for this purpose. It is also understood that Mr. Fish has urged the advantage of making the city a naval supply station, and that the government has promised to do this. New Orleans is fortunate in having the assistance of such a public-spirited and energetic man as President Fish and in being the terminus of the railroad system of which he is at the head.

A Possible Purchase.

According to a dispatch from Galveston, Texas, the negotiations which have been under way for some time past between the Gulf & Interstate and the Kansas City, Pittsburg & Gulf railroad companies have nearly been concluded. It is reported that an offer has been made to the Gulf & Interstate Company to purchase its railroad and terminals at Bolivar Point, on Galveston harbor, and Beaumont by the other company. The Kansas City line connects with the Interstate Railroad at Beaumont, and the latter would be its natural extension to Galveston harbor. It is believed that a sale or a close traffic arrangement will be agreed upon in the near future.

To Increase Kanawha Coal Output.

The organization of the Atlantic Navigation Co., to engage in the coal business, which was detailed in the Manufacturers' Record recently, will have a very important effect upon the coal business of the Kanawha valley, in West Virginia. It is calculated that the output of this region will be fully 2,000,000 tons more during the next year than in the previous period, which would bring the entire product up to 5,000,000 tons. The Chesapeake & Ohio Railroad Co. obtains the haul of this coal, and Newport News will be the shipping point. Consequently, the coal business of Newport News will become much more important than heretofore.

Sale of Columbia & Maryland.

The Baltimore Security & Trading Co., which was organized for the purpose of purchasing the Columbia & Maryland Electric system, or, as it is better known, the Washington & Baltimore Boulevard, has purchased the property at foreclosure sale for $450,000. It is announced that a portion of the line in Washington and suburbs will be equipped with an underground conduit system at once, and that the section between Baltimore and Ca-

tonsville will also be completed. The road is nearly finished to Ellicott City, Md., and it is supposed that this section will be in operation before the end of the present year.

Improvements to a Steamer.

The Baltimore, Chesapeake & Richmond Steamboat Co. has recently had extensive improvements made to the steamer Charlotte, of its fleet. The prevailing color of this company--black--has been changed in the case of the Charlotte to white. The work was done by the Newport News Shipbuilding Company, and the steamer presents a very attractive appearance. The company carried a number of prominent Baltimoreans to the recent launching of the warships at Newport News. The party was in charge of President Reuben Foster and E. J. Chism, general freight and traffic agent of the company.

Railroad Notes.

J. B. Kemp has been appointed division superintendent of the Illinois Central, with headquarters at Aberdeen, Miss.

H. C. Archer has been appointed commercial agent for the Kansas City, Pittsburg & Gulf Company, with headquarters at Galveston.

During the last few days the Richmond Locomotive Works has received orders for six 10-wheel freight engines from the St. Louis Southwestern, and two locomotives from the Chicago Great Western companies.

It is reported that the Chesapeake & Nashville Railroad, extending between Roganna and Hartsville, Tenn., has been purchased by the East Tennessee Railroad. The former has been in the hands of Josephs Bros., of Cincinnati, Ohio, for the past year.

The Shelbyville & Bloomfield Railroad Co., which represents twenty-seven miles of railroad between the towns mentioned in Kentucky, has been incorporated by Samuel Spencer, president of the Southern Railway Co., and others. The line is now a part of the Southern system.

President Smith, of the Louisville & Nashville, has issued a circular announcing the appointment of R. J. Wemyss, of Orlando, Fla., as general land commissioner, to succeed the late W. D. Chipley. F. B. Bonifay, who has been filling the position temporarily, will act as assistant commissioner.

At the annual meeting of the Gulf, Beaumont & Kansas City Railroad Co. the following officers were elected: E. E. Pratt, president; N. D. Silsbee, assistant treasurer; W. A. Fletcher, William Wiess; W. C. Averill, treasurer; W. W. Wilson; John Henry Kirby, vice-president and general manager.

At the annual meeting of the Fort Worth & New Orleans the following officers were elected: Thomas H. Hubbard, of New York, president; Hans Helland, of Waxahachie, vice-president; W. C. Kelley, of Waxahachie, secretary and treasurer; E. W. Cave, of Houston, assistant secretary and treasurer.

Grain from Galveston.

The steamer Miami, of the Lone Star Line, which recently arrived at New York from Galveston, brought as part of her cargo 55,552 bushels of wheat. This is said to be the first shipment of its kind by coastwise steamer from the Gulf for many years. The grain is for export. There was, however, a scarcity of tonnage at Galveston for the port to which the cargo is to be sent, so that the shippers preferred to send it via New York. It is understood that other similar shipments have been talked of.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

COMPARED BY AN EXPERT.

The Mills of New England and the South.

"Since 1890 the number of spindles in Alabama has increased 139 per cent.; in Georgia 65 per cent.; in North Carolina 184 per cent.; in South Carolina 184 per cent. If this thing keeps up much longer these four States will lead New England in the amount of their manufacturing and product."

These words were the conclusion of the statement made by Mr. William S. Southworth, agent of the Massachusetts Mills, Lowell, in opposition to the bill before the committee of the Massachusetts legislature reducing the week's labor to fifty-four hours. He said:

"The Massachusetts mills are now unable to compete with the mills in the South. The Massachusetts corporation went South and built a mill because it found that it was losing to its Southern competitors the export trade to China, which it had had for so many years and must keep in order to pay any returns.

"We found that the Southern mills were underselling us in the New York market, where most of the sales are made. We were making our market prices just as low as we possibly could, and then were being undersold. So we decided that we must move South in order to meet that competition, in order to be subjected to only that restrictive legislation which applied to those mills as well as to ourselves.

"Our mill was built in 1895, and started in 1896. I had charge of the building of the mill, the employment of help and the beginning of operations, so that I know the circumstances. Since the beginning of the operation of the mill in the South it has been unable to keep up with its orders, is and has been busy all the time, and has made a profit from the first day.

"We are able to sell at a profit goods made in that mill which we could not sell at all if they were produced in Lowell, owing to the difference in cost. Operations in the South have been so successful that we are now considering the increase of our plant there.

"This talk about the inability of Southern mills to produce as much per capita of employes as the Northern mills has no foundation in fact. In our Southern mill the production per capita is just as much as it is in Lowell, with the exception of the spinning-room, where very young children are employed. These children can do only about one-sixth of the work a grown person can do, and so nominally the amount of work done per capita in the Southern mills is less than in the Northern mills.

"But that is because these very young children are not employed in the Northern mills. With this exception, every individual does as much work in our Southern mill as an individual in our Northern mill. No weaver in the South has charge of less than six looms, and some have as many as eight looms, all running faster than any loom in Lowell, and all producing a large percentage of the theoretical possibility of product.

"The advantages possessed by our Georgia mill over the one at Lowell are very many. In Georgia coal costs us $1.45 a ton in the coalhouse. In Lowell it costs us from $3.85 to $4 a ton. Besides there is the additional consideration that the mill in the warmer climate requires much less coal for heating purposes.

"Our Georgia mill is within a few rods of two railway lines, one the Southern and the other was the Chattanooga, Rome & Columbus until it was sold and changed its name a short time ago. Freight from that point to the West and China is much less than from Lowell.

"Indeed, the difference on the rate of freight to China is as much as $1 a bale of goods in favor of the Georgia mill. Cotton can be and is bought within three miles of the mill at from one-half to three-quarters of a cent a pound less than it can be bought in Lowell.

"The mill is not exempt from taxation, because we thought it poor policy to allow such a thing to be done in our behalf. We were perfectly willing to be subjected to all the restrictions placed on other manufacturing corporations in that State. Our tax rate is, I believe, about 1 per cent.

"In addition to that the mill maintains a school and pays a large share of the expenses of a church. As our plant is in the country, we have to do these things.

"We have built houses for our operatives and charge rent at the rate of twenty-five cents a week per room. That makes a four-room house cost $1 a week for rent, which is not an extravagant rate.

"We have had no difficulty in securing plenty of native help as fast as we needed it. We employ white help exclusively inside the mill, except for scrubbing the floor. The weekly wages of the operatives amount to about the same as they do in Lowell, but the price per piece and per hour in Georgia is much less.

"That is, we pay a man in Georgia the same we pay him in Lowell, but there is this difference--in Lowell he works fifty-eight hours a week, in Georgia sixty-six, eight hours' difference to each operative. When there are hundreds of operatives this difference becomes formidable.

"There is no trouble about getting help in the South. So far as I know, there are no labor organizations there, and when an attempt was made to limit by legislation the hours of labor it failed simply because it was said to be a Yankee trick.

"My impressions of Southern mills were gained from visits to the South when I had no thought of ever testifying about them before a legislative committee. I did not go to arm myself for a discussion of Southern competition. I went solely in the interests of the Massachusetts company to learn, if possible, why we were losing our trade and why these Southern mills were getting it. I found out.

"It is not the Southern mill built twenty years ago and equipped with machinery thrown out of Northern mills that we have to fear, but the great modern, splendidly equipped factory, as good as or better than those in Lowell. These are our competitors. The mills erected in South Carolina and Georgia are filled with brand-new machinery. The owners have taken advantage of every opportunity. They have come North for their mill architects and their machinery, and the result is the most efficient mills in this country.

"How can the mills of Massachusetts, encumbered with shorter hours of labor, higher taxes, higher freight and higher prices for fuel, successfully compete with such mills?"

FOR A TEXTILE DEPARTMENT.

The Raleigh Watauga Club Agitating the Subject.

The Watauga Club, of Raleigh, N. C., realizing the great importance and necessity of having the youth of the State taught "the best mode of doing work that the world requires to be done, and which the world is willing to pay liberally for, provided it is done in the best manner possible," has arranged to prepare and to have published a series of short articles on the present importance of textile instruction and the necessity for educating our young men to fill positions of responsibility as superintendents, managers and owners of textile mills. At a recent meeting of the club a paper was presented on which the following points of interest were made:

"The apprentice system is a thing of the past, and will never be revived. The great revolution wrought by steam and electric machinery in all branches of mill operations has made high-grade technical training an absolute necessity, and in order to develop efficient managers of men and machinery, the groundwork for his training and education must hereafter be obtained in industrial or technical schools, in the same way that men are prepared by special training to eventually occupy high positions in law and medicine. The employment of a boy or man on a special machine will seldom develop a leader or manager, without some previous instruction on general subjects.

"It is estimated by careful men that three-fourths of the new cotton mills of the future will be located in the Southern States, and North Carolina must be prepared to erect and to manage her full share of them. North Carolina produces the cotton, contains an abundance of coal and other fuel, valuable and accessible water-powers, an unsurpassed climate and a large number of bright, active American boys, who are eager for industrial education. Shall the State give them such advantages? We are amply able to give a textile education to all who desire it, and no time should be lost in organizing a textile department at the Agricultural and Mechanical College. Such an addition would soon induce 100 new students to attend the college.

"Many of the graduates of this college are working their way to positions of profit and influence, and graduates of the textile department who have some natural ability and character would soon be able to work their way to good positions, and also be a benefit to mill-owners of the State."

Cotton as Collateral.

In a letter to the Manufacturers' Record Mr. B. G. West, of Memphis, Tenn., agent of the Farmers' Alliance, writes as follows:

"As you give space to a notice of 'Bonded Warehouses' for cotton, as recently inaugurated in Charlotte, N. C., I ask the same courtesy for this. The Charlotte plan is somewhat similar to that of the Mississippi State Alliance, which has been in effect here for several years, the difference being in favor of the Mississippi plan, which is as follows:

"The storer of cotton is allowed to draw 90 per cent. of the full market value of his cotton on the day it reaches the shed, paying interest for the time he uses the money at the rate of 6 per cent. per annum, and being at liberty to keep the money as long as he choses.

"The warehouse guarantees to take the cotton stored with them at the full market value, less not more than one-quarter of a cent, on any day the storer decides to sell. This enables the storer to

take advantage of any sudden rise. The warehouse also places cotton, where the samples only are sent to it, direct from the farmer's depot to the spinner, receiving and paying for the cotton on delivery at the farmer's nearest depot or wharf, charging a brokerage of twenty-five cents. Which is best suited to help the producer—the Charlotte or the Mississippi plan?"

WILL ADVANCE TO MILLS.

Plans of Another Bonded Warehouse in South Carolina.

Mr. Edwin W. Robertson, president of the Loan and Exchange Bank of South Carolina, of Columbia, writes as follows to the Manufacturers' Record about the bonded cotton warehouses which he and his brother will erect:

"The proposed warehouses which my brother and myself are about to erect will have capacity for about 31,000 bales of cotton uncompressed. It will be a bonded warehouse. The name will be the Standard Warehouse Co. We have had a warehouse for the past three years with a capacity of about 5000 bales only. This property we have recently sold to the State of South Carolina for its dispensary warehouse, and have let most of the contract for our proposed new and larger warehouses, to be constructed upon the most approved and up-to-date plan, with full fire protection.

"We cannot at this date say what will definitely be our future policy, but in the past we have stored practically exclusively for the mills in this section, and this policy will doubtless prevail in the future. As we have the means to advance to the mills on cotton stored with us at rates prevailing in the larger money centers on this class of collateral, we hoped to greatly increase our already satisfactory business. Our plans are very simple, namely, the storing of cotton at extremely reasonable rates and seeing that our customers get such advances upon the same as is consistent with conservative business.

"We note that there are several warehouses going up in this part of the country, and though they fill a much-needed want, like all other good things, they can be overdone. The mere erection of the brick walls, with a roof, does not mean a rush of business. It is extremely essential that storers, especially such valuable storers as cotton mills, should be able to utilize their receipts. If this can be done at home without extra cost to the storer, the convenience of having the business concentrated at his hands is of extreme value to him. This conclusion we have arrived at after three years' experience in this business."

Ginning Egyptian Cotton.

In a letter to the Manufacturers' Record regarding the ginning of Egyptian cotton by machinery imported from England, Mr. E. E. Voyle, of Gainesville, Fla., writes:

"The first machinery ever used was invented by a man named McCarthy, who lived near Micanopy, Fla., and whose gins were used until the English people got hold of it and made the same gin, only upon a much heavier basis, which does not differ in any respect from the McCarthy principle. But these gins are not the perfection they should be, and Mr. James Doig, of Gainesville, Fla., (who has been a cotton ginner for forty years) has invented and has a number of gins in use which are particularly adapted to ginning the Egyptian cotton, in this, that the gin is capable of being adjusted to any length of staple from the shortest to the longest fiber instantly while the machinery is in motion. But on the English gin this cannot be done. If any change is needed to adjust to the length of fiber on an English gin it has to be stopped and the blade adjusted, and every time a change of length the English gin has to be stopped and readjusted.

"I fail to see why the government should take such pains to use foreign machinery when our own States have better machinery right here at home, and made at home, and covered by American patents."

The Cotton Movement.

In his report for March 25, Secretary H. G. Hester, of the New Orleans Cotton Exchange, shows that the amount of cotton brought in sight to date is 10,103,111 bales, an increase of 2,169,816 over last year. The exports have been 6,060,206 bales, an increase of 1,008,773; Northern mill takings 1,983,148 bales, an increase of 530,869, and Southern mill takings 776,186 bales, an increase of 38,529 bales. If the same percentage of crop be brought into sight during the remainder of the season as that of last year, the total movement will equal more than 11,000,000 bales.

Invitation to Capital.

Accompanying his annual report, Hon. J. V. Hamrick, commissioner of labor statistics of North Carolina, has issued a broadside, in which he says: "Northern capital cannot find a better investment than cotton manufacturing in North Carolina, with her fine water-power and grand climate." One of the most striking features of his report is the portion devoted to the statistics of the textile industry and illustrations of successful establishments.

New England's Future.

"It is becoming more plainly manifest every day that the future path of the New England cotton manufacturer lies along the line of finer products, for on cheap goods the South has advantages in its favor which cannot be overcome save by a thorough reorganization of existing forces—a thing which the present issue in New England proves to be difficult, if not impossible, of accomplishment." Textile Manufacturers' Journal.

Relief for the Planter.

A number of reforms have been recently suggested, and surely there is need of reform. Cotton is harvested and marketed in a most barbarous manner. The cylindrical baling system seems to offer relief in this direction, and it is to be hoped that the system will be generally adopted. Dixie, of Atlanta.

Textile Notes.

Messrs. William E. Hooper & Sons, of Baltimore, Md., have completed an order of 25,000 yards of 18-ounce cotton duck, which was ordered by the United States government.

Mr. C. E. James, of Chattanooga, Tenn., contemplates the erection of a cotton mill at Alton Park, a suburb of Chattanooga. An equipment of 6000 spindles and complementary machinery is proposed.

Mr. A. J. Henderson, of Hampton, Ga., will establish a knitting mill of capacity to produce 100 dozen garments daily. An equipment of ten machines will be installed at the start. Thirty hands will be employed.

Plans and specifications for the building of the textile school at Clemson College, S. C., have been agreed upon, and it is announced that the contract for the building, which will be 130x70 feet, will be awarded on April 20.

Messrs. J. R. Williams, of Fayetteville, N. C., and Alex. Fairley, of Tarboro, N. C., have leased the Murchison Cotton Mill at Fayetteville and are equipping same with new machinery preparatory to commencing operations.

It is proposed to organize a company for the purpose of erecting a cotton mill at Alexandria, La. The size of the proposed mill has not as yet been given consideration. Mr. J. W. Alexander is the active mover in this enterprise and is now seeking information of plants of the character contemplated. Estimates on the cost of complete equipments are being given attention.

The directors of the Caraleigh Mills, of Raleigh, N. C., met during the week and authorized an issuance of $35,000 in preferred stock, with a guaranteed dividend of 8 per cent. The entire amount was immediately subscribed, the payments to be made April 1. It is said that the directors have also practically agreed to raise an additional $50,000, to be expended on new machinery and other improvements.

Iron Markets.

Cincinnati, O., March 26.

The discussion of the Cuban question and possibilities of war do not seem to disturb in any way the general trend of trade. The demand keeps well up for all classes and grades of iron, for malleable and general foundry purposes. There is no particular feature observable worthy of comment. The indications are that the manufacturers of Bessemer iron will consummate some arrangement for the maintenance of a living price by the manufacture or curtailment of product, as demand may require. Prices are well maintained on all the leading important brands, both in charcoal and coke.

Notwithstanding the agitation of the war question, money continues easy, and while some large projects have been for some time being held in suspense, every facility in the way of financial favors to manufacturers are readily obtained. This is one of the most encouraging signs of the times, evidencing that there is not only a patriotic sentiment, but that the general wealth of the country is such that the nation's resources are felt to be ample for any exigency that may arise. The very slight excess of production is so insignificant that consumption and production may be regarded as on a parity.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	$9 75@$10 00
Southern coke, No. 2 foundry	9 50@ 9 75
Southern coke, No. 3 foundry	9 25@ 9 45
Southern coke, gray forge....	8 75@ 9 00
Southern coke, mottled.....	8 75@ 9 00
Southern coke, No. 1 soft....	9 75@ 10 00
Southern coke, No. 2 soft....	9 50@ 9 75
Belfont coke, No. 1, Lake Sup.	11 00@ 11 50
Belfont coke, No. 2, Lake Sup.	10 50@ 10 75
Hanging Rock charcoal, No. 1.	14 50@ 15 50
Tennessee charcoal, No. 1....	12 50@ 13 00
Jackson Co. silvery, No. 1....	12 50@ 13 00
Standard Georgia car-wheel..	14 25@ 15 00

Philadelphia, Pa., March 26.

There has been more life to trade this week, and the Pennsylvania furnaces east of the mountains have booked a good many orders, 100-ton to 3000-ton lots, and in some cases for long-scattered deliveries. Considerable inquiry for Bessemer, with a tendency to further advance price. Railroads who make their own wheels and castings seem to be running full and purchasing considerable material outside. The bridge builders, who use large quantities of basic pig and steel, are very busy. The low prices, in most instances under actual cost of pig iron, cannot, under existing conditions, long remain.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama...	——@$11 00
No. 2 X standard Alabama...	——@ 10 55
No. 1 X lake ore coke iron...	——@ 11 75
No. 2 X lake ore coke iron...	——@ 11 25
Lake Superior charcoal.....	——@ 13 25
Standard Georgia C. C.....	——@ 15 50

ROGERS, BROWN & CO.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., March 31.

The market for phosphate rock has been moderately active during the past week, several large sales being reported. There is a moderate inquiry both from local and out-of-town manufacturers. The market in South Carolina continues very steady, with an active demand from domestic sources, while the foreign demand is limited. The work of development among river miners is progressing and the waters around Chisholm's Island are being explored for phosphate deposits, and so far the indications are favorable for rich returns. In Florida the market for both pebble and land rock is firm, with stocks light, while shipments from the ports have been active during the present month. Reports from Mount Pleasant, Tenn., are very satisfactory, and the shipments have been larger for March than for any month in the history of the phosphate industry. In the local market several charters are reported for the week to load rock at South Carolina ports. In New York there is a moderate demand for steamers to load phosphate and rates are generally firm. The following charters were reported last week: Schooner W. C. Faurer, 982 tons, from Tampa to Baltimore with phosphate rock at $1.75; schooner Annie Ainslie, 288 tons, from Cartaret to Philadelphia with fertilizer at seventy cents; British steamer Zoe, 1437 tons, from Fernandina to Antwerp with phosphate at 17s., April, and British steamer Acacia, 1538 tons, from Fernandina to Stettin with phosphate at 18s., April-May.

Fertilizer Ingredients.

The situation in leading ammoniates continues unchanged and the market is fairly active, with an average volume of business. The Eastern demand is good and all current offerings are readily taken at quoted figures, there being considerable stability throughout the list of values. The demand from Southern sources is moderate. Stocks in the West are scarce and are firmly held at quotations.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	$2 60	@	——
Nitrate of soda.....	1 75	@	1 80
Blood	1 72½	@	——
Hoof meal.....	1 65	@	——
Azotine (beef).....	1 77½	@	——
Azotine (pork).....	1 77½	@	——
Tankage (concentrated)...	1 67½	@	——
Tankage (9 and 20).....	1 67½	and	10
Tankage (7 and 30).....	15 00	@	15 50
Fish (dry).....	20 00	@	——
Fish (acid).....	12 00	@	——

Phosphate and Fertilizer Notes.

The schooner yacht Star, with Dr. Philip Chazal, from Charleston, S. C., has been engaged for the past two weeks surveying and prospecting for new fields for phosphate digging in the waters about Chisholm's Island. The results of examination so far are said to be highly satisfactory. It is stated that the purchasers of the Farmers' plant, with an abundant capital, will go into phosphate digging on an extended scale of operations exceeding anything hitherto attempted in these waters.

Work in the phosphate mines at Mt. Pleasant, Tenn., was unusually active during the month of March. All the companies have been running with a full force of men, and the shipments have been the largest ever before known. It is stated that several new companies will shortly begin operations at Mt. Pleasant. The shipments of phosphate rock from this district in February were 21,892 tons, and from Hickman county 4254 tons. The shipments for March will exceed the above figures.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., March 31.

In the local lumber industry there is a marked improvement in certain lines, and all indications point to an increased activity in nearly every department of the trade. There is an increased demand for building material, and yard men, planing mills and other woodworking concerns are more encouraged by the outlook for business. Receipts of lumber and other wood products are moderate, and with present stocks the supply appears ample for any future demand. In yellow pine trade is fairly active; air-dried stuff seems a shade firmer, especially for flooring, joists and scantling, and there is a fair inquiry at former prices, which continue steady. The demand for kiln-dried North Carolina pine is more decided, with values firm, and the demand from both domestic and foreign sources is fairly active. White-pine men consider the situation as more satisfactory, and some predict a better trade for April and May, while the demand continues regular and prices steady to firm. In hardwoods the demand from local manufacturers is improving, and from out-of-town buyers considerable business has been developed during the past week. The export trade in hardwoods is limited, although some good-sized orders have been booked during the week.

Charleston.

[From our own Correspondent.]

Charleston, S. C., March 28.

The lumber market continues to show a more active tone in many avenues of the industry, and the demand, both for lumber, crossties, shingles and all other wood products, is fairly active. Among the sash, door and blind factories and other woodworking concerns the volume of business shows considerable improvement, and shipments during the present month have been good, while prices have ruled firm, but not quotably higher. For all desirable grades of lumber the demand is fair, while prices are steady at the following quotations: Merchantable lumber, $14 to $16 for city-sawed, $12 to $14 for railroad; square and sound, $9 to $13 for railroad, $8 to $11 for raft; dock timber, $4.50 to $6.50; shipping, $8.50 to $10.50. There is a good demand for shingles, and prices are firm at $4 to $7 per thousand. There is considerable activity among the mills at Georgetown and other adjacent points, shipments being liberal and mills well supplied with orders. During the past week the schooner Sarah Potter cleared from this port for New York with 254,000 feet of lumber, and the bark Portland Lloyds for the same port with 723,630 feet. The steamships Comanche, for New York, took out 20,924 feet of lumber, and the Iroquois 15,000 feet. The total shipments of lumber from this port since September 1, 1897, amount to 28,954,283 feet coastwise and 759,000 feet foreign, against 32,005,164 feet coastwise and 1,109,000 feet foreign for the corresponding period last year. Coastwise freight rates on lumber are steady, without change: To New York, $4.38 to $4.62½; wet ties to Perth Amboy, 15 cents each, basis forty-six feet, and dry railroad ties to New York, 11¼ cents, basis thirty-six feet. Among the charters reported last week in New York were the following: Schooner Charles E. Dudley, 387 tons, from Charleston to New York with lumber at or about $4.62½; schooner R. S. Graham, 325 tons, from Port Royal to Philadelphia at $4.25, and crossties 15 cents, coal out on private terms.

Savannah.

[From our own Correspondent.]

Savannah, Ga., March 28.

The volume of business in nearly all departments of the lumber trade of this port continues to expand, and during the past week the shipments amounted to over 3,000,000 feet of lumber and other wood products. Manufacturers consider the outlook very promising for trade during April and May, and at all milling sections there is unusual activity. Prices are generally firm, especially for the upper grades of lumber, while common and inferior grades are steady, with a good demand. The inquiry for crossties continues, and several large shipments will be made in early April for Northern points. During the past week the following shipments were made to various points: 362,238 feet of lumber to Vigo; Oporto, 387,184 feet; Paysandu, 172,704 feet of lumber, 33,682 feet dressed flooring and 53,915 pickets; New York, 616,510 feet of pitch-pine lumber; Baltimore, 1,160,681 feet, and Boston, 69,617 feet. Freights on lumber and timber continue steady, with a moderate offering of handy-sized tonnage. Rates from this and nearby ports of Georgia are still quoted $4 to $4.50 for a range including Baltimore and Portland, Me. Among the charters reported last week were the schooner John G. Schmidt, 450 tons, from this port to Philadelphia at $4.37½ and free wharfage, and schooner Lucy A. Davis, 526 tons, from Brunswick to Boston at $4.75.

Mobile.

[From our own Correspondent.]

Mobile, Ala., March 28.

The week under review has been characterized by unusual activity, both in lumber and timber, shipments being larger than usual. Timber shippers are cautious in their movements, and are closely watching the foreign markets. The London Timber Trades Journal of the 19th inst., in its comments on the London dock consumption, says: "The dullness that marked the opening month of the year has disappeared, and the rapid reductions which the dock stock has since undergone is already restoring confidence to those who feared values would be borne down by the heavy imports of last year. But there are still people who, notwithstanding the large deliveries, believe that the available supply is more than sufficient to meet the spring requirements. Another month will probably decide the question whether the demand and the supply are likely to maintain a fair equilibrium during the present year or not. Many merchants are watching the returns and making these calculations with wary and considerate eyes, but it is too early yet to pronounce a definite judgment." Hewn timber is quoted at 12½ cents per cubic foot, and sawn timber at 10 to 10¼ cents per cubic foot. Hewn oak is dull at 14 to 16 cents for first-class. Saw logs are in limited demand at $4 to $7 per 1000 superficial feet for pine delivered at mill. At the moment the various saw mills at this port and nearby sections are all fully employed, and report business fairly active. During the past week the following shipments were reported: Bark Louise for Granton, Scotland, with 4275 cubic feet of sawn timber, 2527 cubic feet of hewn timber and 81,078 feet of lumber; barkentine Lennok for Southampton with 4980 cubic feet of sawn timber and 281,637 feet of lumber; bark Thrine for Kiel, Germany, with 2800 cubic feet of pine timber and 263,169 feet of lumber; bark Arvilla for Dublin with 10,430 cubic feet of sawn timber and 629,066 feet of lumber. Other shipments of lumber were to Central America and Cuba, aggregating about 350,000 feet. The total shipments of lumber from this port since September 1, 1897, amount to 32,086,685 feet, against 40,617,456 feet for the corresponding period last year.

Lumber Notes.

Mr. W. P. Chapman, of Petersburg, Va., will want about 300,000 ties for railway construction.

The planing mills of the Sam Allen Lumber Co., at Asia, near Colmesneil, Texas, were burned on the 22d ult., destroying a quantity of lumber. The loss is estimated at $50,000, partially covered by insurance.

The American Handle Works, at West Point, Miss., which has been shut down for nearly three years, is now running on full time, and the demand for its output is so great that extensive improvements are under consideration.

The Texas Pine Land Association, of Boston, Mass., has sold all its lumber and leased its entire plant at Silsbee, Texas, to the Industrial Lumber Co., of Beaumont, Texas, and Monterey, Mexico, who will continue to operate the plant.

The market for hardwoods at Memphis, Tenn., is reported fairly active and prices rather firm and slightly stronger than usual at this period of the season. All the veneering and other woodworking concerns are running on full time and a number working overtime. Shipments to all points are better than last year.

Messrs. Medlin & Cason, of North Carolina, arrived at Williston, Fla., last week and will commence the work of erecting a saw-mill plant at that place. The mill will have a capacity of 65,000 feet a day. This firm has about 50,000 acres of fine timber land at their disposal from which they will draw their supply of timber.

The Hardwood Supply Co., of Elizabeth City, N. C., was incorporated last week with a capital stock of $50,000. The incorporators are E. R. Mixon, Hill Murphey, Frank P. Petway and Edgar B. Mixon, all of Elizabeth City, N. C. The company will manufacture shuttle blocks and picker sticks and other factory appliances.

The secretary of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans reports the receipts of wood products in that city for the week ending March 25 as follows: Lumber 1,224,500 feet, shingles 278,000, oak staves 290,745 and cypress staves 178,000. The total receipts of lumber for the season amount to 46,925,700 feet, against 41,931,000 last year.

The Arkansas Lumbermen's Association held a meeting in Little Rock, Ark., last week and advanced the upper grades of yellow-pine lumber fifty cents per 1000. The association also adopted the unifying grade, which will place the product of each mill on an equal footing. The members present at the meeting reported business more prosperous, with a better volume of trade than at any time during the past five years.

The firm of Harris, Cole & Co., of Cedar Falls, Ia., who recently purchased a large tract of timber land in Wayne county, Tennessee, will soon erect thereon three saw mills. This firm also contemplates putting in a plant either on the lower Tennessee river or the Ohio river for the manufacture of lumber. Harris, Cole & Co. make a specialty of turned work, house finish and different kinds of poplar lumber, shipped in mixed carloads to lumber dealers. These new enterprises contemplated by this firm are in addition to their extensive plant in Columbia, Tenn.

It is stated that a meeting of the hardwood lumber dealers throughout the United States will be held at Chicago, Ill., April 8. An effort will be made to establish a system of grading lumber which shall control the inspection of the hardwood product in every market of the country. The movement to bring about rules which would universally govern the grading of lumber has been quietly under way for several weeks.

It is stated that the immense redwood forests of Mendocino and Humboldt counties, California, are about to be opened for development. The California Northwestern Railway Co. was incorporated at San Francisco on the 25th ult., and will build a railroad to penetrate the rich timber lands of the above counties. Hundreds of thousands of acres of timber will be thrown open for export to San Francisco and the East.

The Southern Cypress Lumber Association held its regular monthly meeting in New Orleans last week. The matter of encouraging immigration to certain parts of the State to take up the land on which are located mills in dry swamps was discussed. The business outlook was also considered and pronounced very encouraging, there being at the moment a very active demand for cypress lumber for building purposes. Prices have advanced $1 per thousand on cypress.

A meeting of the Texas and Louisiana lumber manufacturers was held at Houston, Texas, on the 22d ult. Mr. A. F. Sharpe, of Houston, presided, with Mr. R. E. Kelley, of Beaumont, as secretary. The old question of a uniform classification of lumber was introduced. This question, however, went over without action until the next meeting, which will be held in Beaumont on April 12. Several matters relating to the lumber industry were discussed and the meeting adjourned after a harmonious session.

The April Scribner's is a spring number, with a beautiful cover in eight colors—one of four prize designs by Albert Herter, which are to be used on special numbers this year. Each number of Scribner's for 1898 has marked the beginning of a new feature. In January Senator Lodge's "Story of the Revolution" and Page's "Red Rock" began; in February, Captain Mahan's first paper on naval episodes of the Revolution; in March, Mr. Wyckoff's new series of his experiences among "The Workers," and in the current issue for April the feature is the first part of Richard Harding Davis's short serial, "The King's Jackal." This is the dramatic tale of an exiled king, and the action takes place at Tangier in the space of thirty-six hours. It contains some very good comedy scenes, and the characters are of that cosmopolitan cleverness that Mr. Davis delights to depict. A beautiful American heiress is the heroine, and a newspaper correspondent is the real hero. Mr. Gibson will make a full-page drawing for each of the four parts of the story.

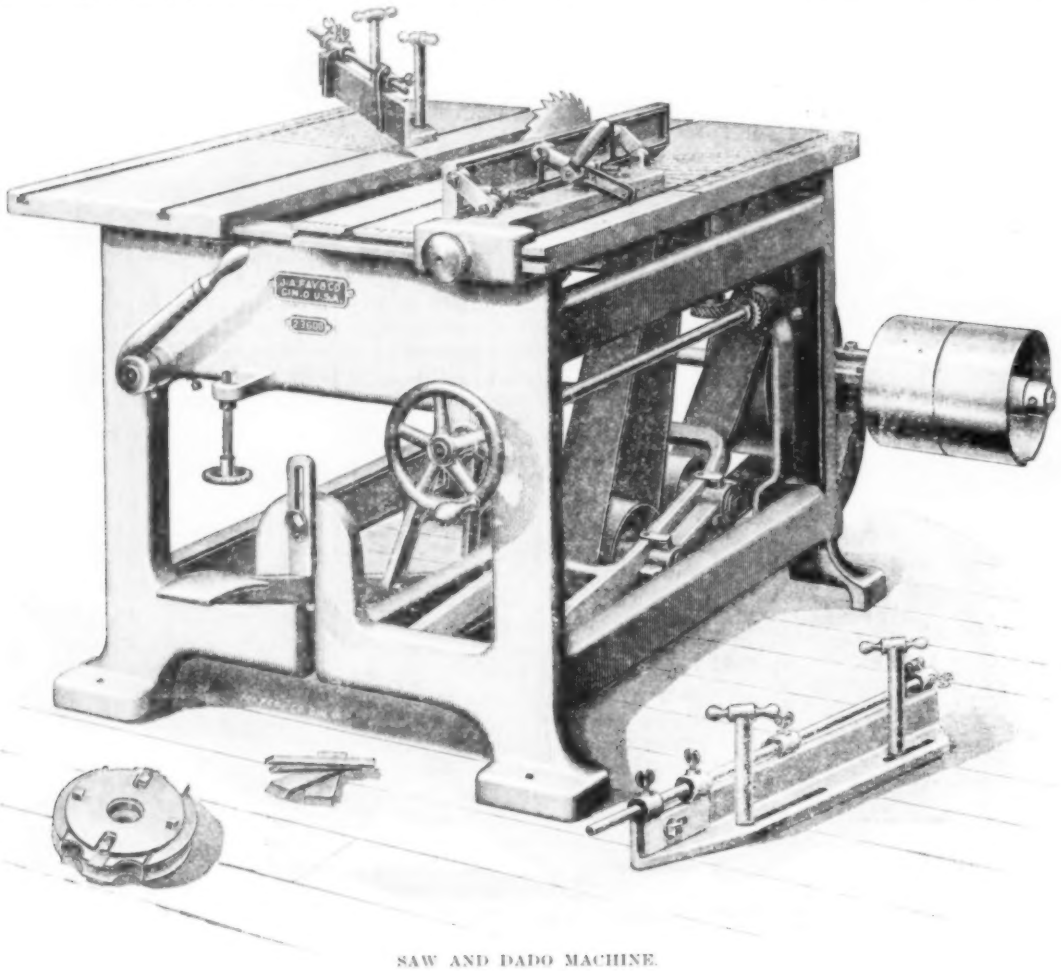
The Galveston News closed its fifty-sixth year last week. Founded in the dawn of the Texan independence, the News has shared all the vicissitudes of Texas, and has been largely instrumental in bringing the State to its present progressive condition.

The Maryland Cement Co., whose plant was recently described in the Manufacturers' Record, has secured an order for 10,000 barrels of its product to be used in work on the fortifications near Baltimore.

MECHANICAL.

Saw and Dado Machine.

This machine is one that has been designed recently for use in any shop where light ripping, cutting off, mitering, grooving or dadoing is done, and its construction, its simplicity and the variety of work it will perform commends it to every practical woodworking machine operator.



SAW AND DADO MACHINE.

The machine is made entirely of metal, and the countershaft is contained in the machine, and a binder provided for maintaining a tight belt on the saw arbor in any position. The saw arbor of this machine raises and lowers.

Solid or expansion grooving heads for cutting gains or grooves of various widths are also applicable to this machine. For further particulars send for complete technical description and specifications to the makers, Messrs. J. A. Fay & Co., Cincinnati, O.

The "Miama" Gas or Gasoline Engine.

In this age power has become a prominent factor of discussion. The steam engine has served and will continue to serve its purpose, but the gas and gasoline engine will play a very important part.

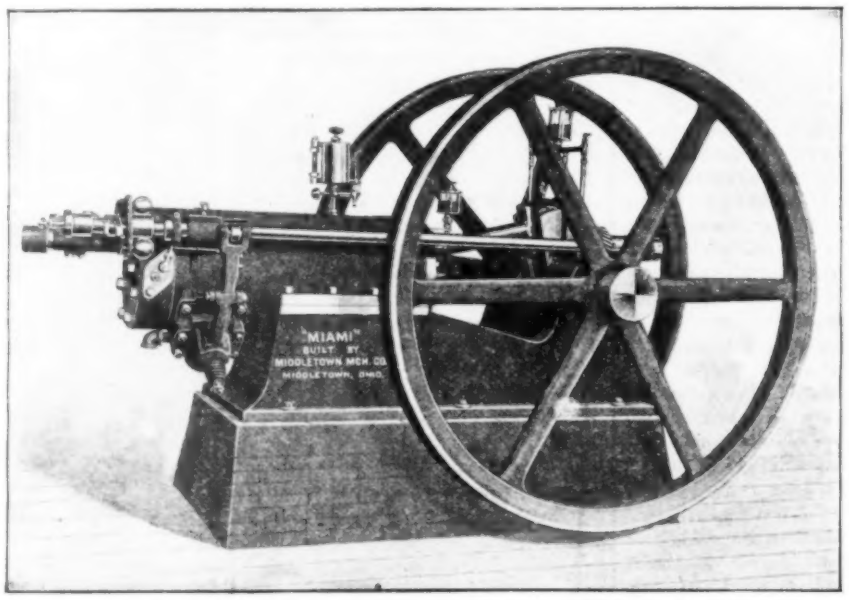
Great minds and large sums of money have been brought to bear upon the development of the gas engine, and it is today a successful and formidable competitor of the steam engine.

In this regard we would call attention to the "Miami" gas and gasoline engine, manufactured by the Middletown Machine Co., of Middletown, O.

This engine has no hidden or delicate parts; every movement is in sight, so that it can be easily inspected, and any part can be removed or any valve seen or the entire cam shaft removed without disturbing any other part of the engine.

The amount of fuel consumed by the "Miami" is seventeen cubic feet of gas to one actual horse-power per hour, or one pint of gasoline an hour per horse-power, either of which fuels it can use, the change being capable of being made instantly.

A full technical description of this engine and an explanation of the particular points in which it is claimed to be superior to other engines of its class can be obtained upon application to the builder.

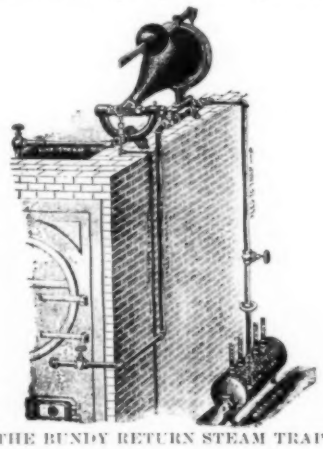


THE "MIAMI" GAS OR GASOLINE ENGINE.

Steam Trap That Pumps Water.

The Bundy return steam trap works on the principle of the weight of water. The water accumulates in the pear-shaped bowl (see illustration), and as soon as it fills it settles in the frame, thereby opening the steam valve that admits steam to the trap from the boiler; this closes check valve through which the water has been coming to the trap and equalizes the steam pressure on both trap and boiler, when the water of its own weight passes into the boiler. When the water has been discharged from the trap bowl the latter becomes light and rises in the frame, thereby closing the steam valve and opening the air valve of the trap, and the water again fills the trap. While the trap is filling it is open to the atmosphere through the air valve, so it will fill quickly, and at each discharge will put into the boiler from three to fifteen gallons of water as positively as a pump and at no expense for steam. Of course, there is a little steam used in the trap while it is discharging, merely enough to fill the trap bowl, but the most of this is condensed when the water flows into the trap and the steam heats the trap bowl so hot that the temperature of the water is raised fifteen degrees in passing through the trap, and so full compensation is secured for the little steam used by reason of the higher temperature of the water flowing from the trap.

The Bundy trap is also made as a tank trap to discharge water into a tank or sewer, and is so constructed that where used to its fullest capacity it discharges uninterruptedly. One can readily figure the discharging capacity of one of these traps having a one-inch opening throughout, blowing water at a pressure of, say, 100 pounds. There are no ball floats to cut down the capacity of the traps; every-



THE BUNDY RETURN STEAM TRAP.

thing is exterior, easily reached and so simple as to prevent any part getting out of order.

The Bundy return and tank traps are made exclusively by the A. A. Griffing Iron Co., of 66-68 Centre street, New York city, with branch offices at Boston and Philadelphia, and with works at Jersey City, N. J. Send for book, entitled "Sure Cure for Steam, Water and Fuel Wastage."

Double-Roll Feed Press.

This special press for punching and feeding articles made from sheet metal is provided with a newly-designed double-roll feed. The stock is fed from left to right, first through the left-hand rolls beneath the dies, and then to the right-hand rolls, which carry away the scrap.

The driving mechanism for the rolls is new, novel and simple. An eccentric on the end of the main shaft carries a connecting rod, which is fastened to the feed-arm of the left-hand set of rolls. By employing this eccentric and connecting rod the necessity of an intermediate rocking arm is obviated, thereby reducing the number of working parts of the feed and producing more accurate work.

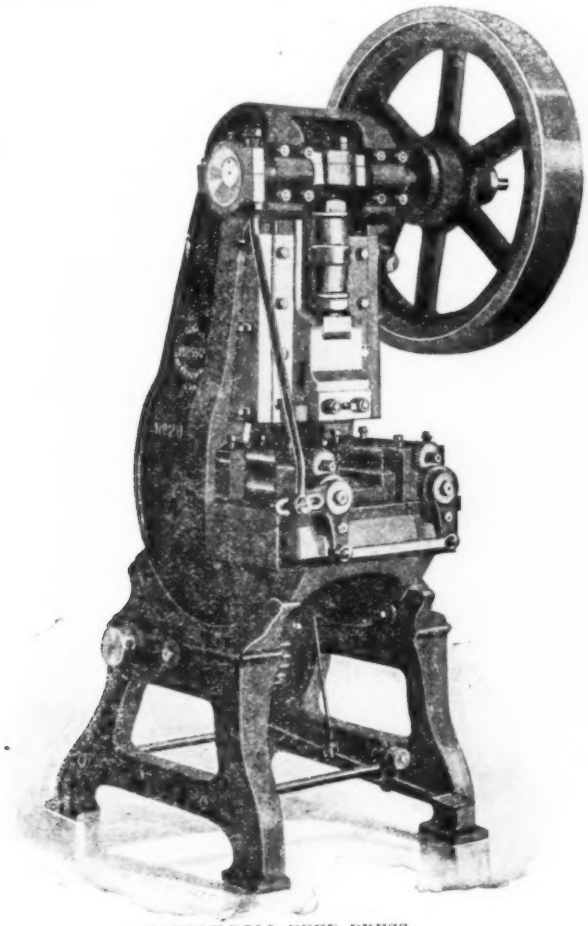
The feed-arm referred to is slotted, permitting of adjustment of the connecting

rod, which, in connection with the eccentric, permits a very accurate setting of the length of the feed.

The rolls are driven by triple pawls, thus insuring one or more teeth at all times in mesh with the ratchet wheels.

The design of the feed permits of easy access for setting or adjusting dies, as none of the working parts are above a level of the press bed.

The weight of the machine complete is about 2800 pounds, and has a balance-wheel of 550 pounds in weight. Diameter of rolls is three inches, and is six inches wide, giving a range of feed from 0 to 3 inches.



DOUBLE-ROLL FEED PRESS.

These presses are built in five sizes, which are intended to cover the general run required for this class of work. The length of feed and the width of the rolls can be readily changed to suit any special work required to be done.

These machines are built by the E. S. Stiles Press Co., of Watertown, N. Y., successor to the Stiles & Fladd Press Co.

To Sustain the South's Credit.

[Texas Trade Review.]

Not many moons ago a proposed constitutional amendment was submitted to the people of Texas to validate certain county bonds issued for work done and accepted by the counties. The amendment was strongly fought upon the ground that to validate certain particular ones which the State had become owner of and not to validate at the same time those that had passed into the hands of investors at home and in other States, bought by persons who had reposed faith in the State and counties [would be wrong]. Those bonds were not technically valid, and were so purely by accident, and they should have been validated, and not merely a portion.

Again, recently, in a contested case in certain other county bonds, our Supreme Court ordered the payment by the State. The effect of these acts by the people and by the State Supreme Court upon capitalists abroad has been most excellent, while reverse action would have seriously injured us when we next should go into the money markets for any corporation purposes.

Latterly the Baltimore Manufacturers' Record had occasion to speak with exceeding frankness to the people of our section touching the sanctity of obligations and the expediency of so considering and treating them. The Manufacturers' Record has done, perhaps, more than, certainly as much as, any other agency to build up the South and to defend its fair name against all comers. Some oversensitive critics have seen proper to be seriously critical over the comments of that industrial journal and have sought to impair its usefulness and influence.

This is in bad judgment, to say the least. One ought to be only too glad to be spoken to in full frankness and sincerity where the advice is on a subject-matter needing attention.

A nation, State or city's credit is like an individual's. It can be tarnished just as readily and to the detriment of thousands or millions of dollars, and of people as well.

The South is full of superb collaterals, of resources, possibilities and opportunities, and she needs the capital to develop and realize upon them. She has not been the field of as low interest as some other sections, and the apprehensiveness of capital as to its safety is the cause of this. At every hazard this fair land of ours, which boasts of the chivalry of its men and the splendor of its womanhood, must stand the peer of any in the financial markets of the globe. And it is every citizen's business to lend his contributory aid to this great end. The Manufacturers' Record need not fear but that its course will stand overwhelmingly approved.

The Interior Cotton Buyers' Association of Texas has elected the following officers: President, Felix P. Bath, Fort Worth; vice-president, C. L. Sanger, Waco; secretary, E. P. Freeman, Dallas.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., March 29.

Trading in cotton oil is quiet, and prices are unsteady, a decline having taken place since our last. This latter is undoubtedly due to the strained relations, which are reaching a climax, between this country and Spain, while the fact that consumers East and West seem to have their wants covered for the present adds further to the dullness. At this writing it would appear that one of the obstacles to progress with regard to the export business is removed; we refer to the understanding which is now said to exist between the governments of the United States and Spain, thus for the present, at least, obviating hostilities. We therefore look for an improvement in the price of provisions generally, which latter has recently shown signs of weakness, followed by a better demand for cotton oil, with a corresponding improvement in price. Tallow has slightly declined during the week, and city goods is now quoted at 3⅝ cents. Lard has also eased off, and May options, Chicago, are now quoted at 4.95 cents, with the compounded article correspondingly reduced. With a demand approaching the normal, there is no doubt that oil values would harden, if not advance, notwithstanding present undesirable conditions. It may be observed that there are other factors at work which tend to check the export trade with regard to France; we refer to the probability of a higher duty imposed on the article by that country. This question will be settled at an early date, however, and notwithstanding the opinion of a number in the trade here that the measure will pass, a majority of the cotton-oil men whose views were sought in reference to this matter have opposite opinions. With the removal of these difficulties—international complications and the imposition of a higher duty by the French government—oil values, under a strong demand, and advancing markets for hog and beef fats, should reach a higher plane than at any previous time during the year. With regard to producers, many of the smaller mills have closed down for the season. Prices for crude at the mills have also eased a little, while consignments to this market have been on an increased scale. At Atlantic coast points tank lots have been obtained at 15 cents, and 15½ to 16 cents in the valley. Summer yellow for April shipment is selling at 22¼ to 22½ cents, and 23 cents for May. The following are closing prices: Prime crude, 19½ to 19¾ cents; prime crude f. o. b. mills, 15 to 16 cents; off quality crude, 18 to 18¼ cents; prime summer yellow, 22 to 22½ cents; yellow summer, butter, 25 to 28 cents; prime summer yellow, 22 to 22½ cents; off quality summer yellow, 21½ to 22 cents; white summer, 25 to 26 cents; yellow winter, 27 to 29 cents; white winter, 28 to 30 cents, and soap stock ½c. to ⅝c. per pound. Exports for the week aggregate 6350 barrels, and arrivals 7450 barrels.

Cake and Meal.—The market is dull, and without specially new feature. Sales for export have been fair, as the relative cheapness of American cake and meal abroad is becoming realized, and there is a good consumptive enquiry at late rates. Prices here are unchanged, but those ruling in London at this writing are £5 10s. to £5 15s. ex-dock for cake, and £5 10s. for meal. Prices at the mills and shipping points are unchanged. Advices from Alexandria report continued firmness in seed, which checks business. For April shipment to London £5 per ton is quoted.

Cottonseed-Oil Notes.

Mr. C. W. Ashcraft, of Opelika, Ala., is about to begin at once active work at Florence, Ala., in the erection of a cottonseed-oil mill.

The large ginnery and offices of the cottonseed-oil mill at Bennettsville, S. C., were totally destroyed by fire on the 23d ult. The loss is estimated at $3000, with $2000 insurance.

It is stated that $15,000 has been subscribed to erect a ginnery and cottonseed-oil mills at Jefferson, near Gainsville, Ga. The enterprise is now secured and action on the plant will be taken at once.

Cottonseed products in Texas are steady, with a light movement at all points; prime crude oil is 15 to 15½ cents; prime summer-yellow oil is offered at 17 cents; prime cottonseed cake, $15 to $16.50, and prime cottonseed meal, $15 to $16.50 per short ton; linters, per pound, 2½ cents.

The Florence Cotton Oil Mill plant, at Florence, S. C., consisting of mill buildings, machinery and ginnery, together with four acres of real estate, was sold last week for $9800. The purchaser is a citizen of this State, and will put the plant in first-class condition this summer, so that the mill will be operated on full time next season.

Ground was broken last week at Canton, Miss., for the erection of an independent cottonseed-oil mill, which will be ready to work up the crop of next season's seed. Carroll Smith, of Canton, is the projector of the enterprise. The mill will be constructed of brick and corrugated iron, with the latest improved machinery and a capacity of fifty tons per day.

The market for cottonseed products in New Orleans is quiet, with values about steady. Receivers' prices range as follows: Cottonseed, $7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, $17 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., $19.25; oilcake for export, $19 to $19.25 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime oil, crude, 15½ cents loose f. o. b. tanks at Mississippi valley points; in barrels, 18 to 18½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 12 to 17½ cents; linters, according to style and staple—A, 3½ cents; B, 3⅛ cents; C, 2⅝ to 3 cents; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 21½ to 22 cents for export.

Mr. E. C. Foy, of Mount Airy, N. C., has purchased the Green Hill Mill at Mount Airy, N. C., and will put it in operation. The plant contains 1500 spindles and thirty-five looms, to which some new machinery will be added by the new owner.

The shipments of phosphate rock last week from the port of Charleston, S. C., to domestic ports were as follows: Schooner Warner Moore, for Richmond, Va., with 663 tons; barge Carrie L. Tyler, for Norfolk, Va., with 800 tons; schooner Adele Thackera, for Baltimore, with 945 tons, and schooner David P. Davis, for Weymouth, with 1724 tons. The total coastwise shipments since September 1, 1897, amount to 56,224 tons, against 54,325 tons last year.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Mobile—Depot, etc.—The Louisville & Nashville Railroad Co. will erect new freight depot and greatly improve its wharf property at Mobile. For further information address Charles Marshall, superintendent of the New Orleans & Mobile division, New Orleans, La.

Montgomery—Water Works.—The city will buy the plant of the City Water Works Co. at a valuation of $425,000. When purchase is completed it is probable that extensive improvements and extensions will be made. Address the mayor.

Sheffield—Iron Furnace.—The Cole Furnace Co. will blow in another iron furnace.

Sheffield—Machine Shops.—The Memphis & Charleston Railroad Co. will remove its old Memphis shops to Sheffield, and when fully established will employ 200 operatives. Address R. B. Pegram, general superintendent, Memphis, Tenn.

ARKANSAS.

Forrest City—Mercantile and Printing Company.—Chartered: The Union Mercantile & Printing Co., with H. G. Harrison, president, and others.

Jonesboro—Cold-storage Plant.—Contract has been awarded for the complete installation of a cold-storage plant in the Warner House.

Little Rock—Lumber Company.—Chartered: The Ferguson Lumber Co., with a capital stock of $50,000, by C. E. Ferguson, who is president; W. B. Ferguson and Albert Ferguson. Address the president.

Malvern—Electric-light Plant.—The construction of an electric-light plant is talked of. Possibly C. W. Turner can give information.

Mena—Water Works.—Water works will doubtless be constructed for the town; standpipe or reservoir to have capacity of 15,000 gallons. W. W. Whitley, town clerk, can be addressed.

Stuttgart—Water and Lighting Plant.—The Stuttgart Water & Electric Co., reported during the week as incorporated, will assume the franchise granted to Charles Williamson, one of its incorporators, and arrange for the construction of plants for lighting and water supply. Address Charles Williamson.

FLORIDA.

Pensacola—Lumber Mills.—Brooks Bros. & Co. will remove their lumber mills from Toledo, Ga., to Pensacola and engage in the manufacture of lumber, turpentine, crossties, etc., on an extensive scale. Address Otis R. Morgan, secretary of the firm.

Quincy—Tobacco Company.—William Tausig and Emil Wedeles, of Chicago, Ill., and John L. McFarlan have incorporated the Florida Sumatra Co., with a capital stock of $20,000, to buy, sell and grow tobacco, etc.

Williston—Saw Mill.—Medlin & Cason, of North Carolina, will build a saw mill of 65,000 feet daily capacity; 50,000 acres of timber land will be cut by the firm.

GEORGIA.

Augusta—Clay Mines, etc.—Hankinson & O'Keefe are improving and enlarging their clay mines, etc.

Cedartown—Machine Shops.—The East & West Railroad Co. is erecting machine and wood shop 35x120 feet. Address C. P. Ball, general manager, Cartersville, Ga.

Dublin—Woodworking Plant, etc.—The Perry Manufacturing Co., of Perry, Ga., will remove its plant to Dublin; will manufacture curry-combs, woodwork and possibly crates. Address until May, Perry.

Elberton—Bridge.—It is proposed to construct a new bridge across the Broad river. Address Board of Trade.

Gainesville—Ice Factory.—J. H. Hunt will erect an ice factory of ten tons capacity daily; machinery has been bought.

Gainesville—Gold Mine.—G. B. Adair has discovered gold on his property and will probably develop same.

Hampton—Knitting Mill.—A. J. Henderson will establish a knitting mill with daily capacity of 100 dozen garments; ten machines, employing thirty hands, will be put in.

Jefferson—Ginnery and Oil Mill.—A company has been organized to erect a ginnery and cottonseed-oil mill; H. W. Bell, president, can be addressed.

Jefferson—Ginnery and Oil Mills.—A ginnery and oil mills will be erected, $15,000 for which has been subscribed. Names of interested parties will be announced later.

Monroe—Grist Mill and Ginnery.—Gibson & Adams will establish a grist mill and ginnery with all modern improvements.

Monticello—Cotton Mill.—There is talk of the erection of a cotton mill.

Washington—Water Works.—The construction of water works is talked of.

Waycross—Sewerage System.—It is probable that a date will soon be set for an election to vote on the proposed $30,000 of bonds for a sewerage system. Address the mayor.

KENTUCKY.

Clinton—Water-works and Electric-light Plant.—The Clinton Water & Light Co. will consider propositions for the construction of its proposed water-works and electric-light plant, to cost complete $10,000 to $12,000. Address T. H. Williams, secretary.*

Eddyville—Telephone System.—Jas. Clark is considering the construction of a telephone system.

Fordsville—Wagon Shop.—Samuel Porter will establish a wagon shop.

Louisville—Brewery.—The F. Fehr Brewing Co. is making improvements to its washhouse at a cost of $5000.

Louisville—Electric-light Plant.—Plans and specifications have been completed for the proposed $20,000 electric-light plant to be placed in the federal building at Louisville. J. E. Powell, electrical engineer of the United States Treasury Department, Washington, D. C., prepared the plans.

Middlesborough—Iron Furnace.—The Watts Steel & Iron Syndicate will blow in No. 2 furnace next month.

Newport—Sewerage System.—The city continues to give consideration to contemplated sewerage extensions. Address the mayor.

Rockyhill Station—Flour Mill.—Monroe & Crump will erect a flour mill; contract for machinery has not been let.

LOUISIANA.

Alexandria—Cotton Mill.—The erection of a cotton mill, number of spindles not decided upon, is proposed. Information can be obtained by addressing J. W. Alexander.*

Algiers—Dry-dock.—Among new government works projected is a dry-dock for Algiers. It is to be of a double-side steel floating type, known as the combined floating and graving self-docking dock, capable of lifting a vessel of 15,000 tons displacement and twenty-seven feet draft of water, to cost, including moorings and wharf, $850,000, of which $200,000 is appropriated this year; John D. Long, Secretary of the Navy, Washington, D. C.

Crowley—Rice Mills.—The Independent Rice Mill Co. will erect a two-story addition, 150x45 feet, to its mill and put in more hulling machinery. The Eagle Rice Mill will erect an addition 44x42 feet, and another 42x225 feet, and add engines and boilers and other machinery to increase capacity from 400 to 800 barrels of rice daily. The Crowley Rice Mill will make considerable improvements.

Louisiana—Sugar Plantation, Mills, etc.—A dispatch from New York states that Quinton Hogg, of London, England, has arrived in that city and will visit Louisiana to complete the purchase of 11,000 acres of sugar-growing lands near New Orleans. It is said that $750,000 will be expended on the purchase and improvements.

Monroe—Ice Factory.—The Consolidated Ice Co. has contracted for an additional ice machine of twenty tons capacity, which increases its output to thirty-five tons daily; company's building is now in course of construction and will cost, with machinery, about $40,000.

Myrtle Grove—Sugar Refinery.—The possibility of the erection of a central sugar refinery is rumored in connection with the recent purchase of the Myrtle Grove plantation by Messrs. Roth & McWilliams, of Plaquemine, La.

New Orleans—Roofing Works, etc.—Incorporated: The Magno Roofing, Cement & Paint Co., Limited, for the purpose of manufacturing and dealing in roofing, cement, siding, etc.; capital stock $25,000; Frank W. Turpin, president; Henry Denegre, vice-president, and John F. Butts, secretary.

Plaquemine—Saw Mill.—A saw mill with a daily capacity of 30,000 feet will be erected. Names of interested parties will be announced later.

MARYLAND.

Baltimore—Shirt Company.—Incorporated in West Virginia: The Fishman Loop Shirt Co., authorized capital of $50,000; incorporators, Herman F. Fishman, Leopold Stern, A. E. Gilbert, J. M. F. Lamule and H. S. Benington, of Baltimore. Address Herman F. Fishman.

Baltimore—Oyster-planting Company.—The Maryland Oyster Planting Co. has been incorporated, with a capital stock of $50,000, by James R. Brewer, Alfred J. Shriver, Albert T. Myers, James J. Ryan and Frank O. Shriver, to lease not more than 2000 acres in the Chesapeake bay for the planting of oysters.

Baltimore—Silk Mill.—A silk manufacturer has made a proposition to the Retailers' Association, Samuel Posner, president, asking the co-operation of that body in establishing a silk mill.

Cumberland—Construction, etc.—Application has been made for a charter for the Maryland Construction & Contracting Co., with capital stock of $1,000,000, and purpose of contracting for the erection of bridges, railways, canals, etc.; incorporators, Robert R. Henderson, James C. Shriver, Espy L. Anderson, F. Brooke Whiting and J. Philip Roman. Address any one of the incorporators.

Oakland—Coal Mine.—Rudolph Beckman will develop coal deposits in Garrett county, Maryland, near Blaine, W. Va.

Pocomoke City—Packing Company.—The Pocomoke Packing Co. has been incorporated, with a capital stock of $1200, by Edward W. McMaster, Francis M. Wilson, William S. Dickinson and others.

Snow Hill—Telephone Company.—C. J. Purnell, W. S. Powell, W. F. Johnson, J. P. Moore and others have incorporated the Worcester Telephone Co., with a capital stock of $2500.

Westminster—Fertilizer Factory.—The Farmers' Fertilizer Co. will erect new building for its plant 130x45 feet.

MISSISSIPPI.

Canton—Oil Mill.—Carrol Smith will build a cottonseed-oil mill of fifty tons daily capacity.

Long Beach—Cannery.—The Long Beach Canning & Manufacturing Co. has been incorporated, with capital stock of $10,000, for the establishment of a cannery, etc.; D. M. Casey, J. R. Nevers and W. B. Stevenson, incorporators.

McComb—Water Works and Electric-light Plant.—The inspection of water works and electric-light works by the mayor has been completed and plans for the city's proposed plants will soon be completed. The engineers for the systems are Sanders & Porter, of Louisville, Ky.

Meridian—Street Paving.—The election to vote on $20,000 bonds for street paving resulted affirmatively; the fund will be expended on paving with vitrified brick, laid on a six-inch concrete foundation; E. H. Dial, mayor.

Summit—Water Works.—The city has voted favorably the issuance of bonds for the proposed water works; bids will shortly be asked. Address the mayor.

MISSOURI.

Harviell—Woodworking Factory.—Emmons Bros., of Kenton, O., will establish in Harviell a scroll and chairstuff factory.

Joplin—Mining Company.—Chartered: The Emmet Mining Co., by Daniel and E. P. Dwyer, James Burke, W. H. and O. H. Picher, with a capital stock of $8000.

Kansas City—Rolling Mill.—The Merchants' Iron Rolling Mill will be organized for the manufacture from scrap iron of wagon tires, nuts, bolts and railroad materials. Names of interested parties will be announced later.

McFall—Telephone Company.—C. O. and H. J. Patton, Lewis Schultz & Co., William A. Patton, Jr., and others have incorporated the McFall Telephone Co. with a capital stock of $1000.

Pioneer—Mining, etc.—The Pioneer Mining & Milling Co. has been incorporated, by J. P. Richarz, John P. Kennedy, W. G. Schofield and others to buy ore, lease, purchase, develop, sell mines and mining property. The capital stock is $200,000. Address John P. Kennedy.

Poplar Bluff—Woodworking Factory.—John Cook, of Imboden, Ark., contemplates establishing a hub and spoke factory in Poplar Bluff.

Salem—Mercantile.—Incorporated: The Dent County Mercantile Co., capital stock $8000, by J. D. Kelley, Max Schwab, W. R. Stubblefield and others.

St. Louis—Publishing.—Incorporated: The Mound City Publishing Co., capital stock $10,000, by J. N. Patrick, J. Newton Patrick and Phoebe A. Patrick.

St. Louis—Investment Company.—Chartered: The Reilly Investment Co., capital stock $50,000, by Catherine Reilly, Mamie R. Maginn, Katherine S. Reilly, Stella E. Reilly and Florida Reilly.

St. Louis—Realty.—Incorporated: The Solorgne Realty Co., capital stock $50,000, by Theo. Solorgne, E. H. Benoist and Julia Solorgne.

Webster Groves—Water Works.—It has been decided by popular vote to issue $25,000 of bonds for the construction of the proposed water-works system. Address the mayor.

West Plains—Telephone Company.—Chartered: The West Plains Telephone Co., with a capital stock of $20,000, by D. W. Reese, Charles H. Gale, F. O. Hines and others.

Yellville—Lead and Zinc Mining.—The Bardeen Mining Co. (composed of New York capitalists) is building a $50,000 mining plant at Jimmie's Creek, twelve miles north of Yellville.

NORTH CAROLINA.

Asheboro—Telephone Line.—E. A. Wiles, of Randleman, N. C., is said to contemplate the establishment of a telephone system in Asheboro.

Bethania—Flour Mill.—O. J. Lohman and F. A. Butner are erecting a roller flour mill.

Bullock—Cotton Gin.—B. T. Hicks will rebuild his burned cotton gin.

Columbus — Wheelbarrow Factory.—H. E. Gray contemplates putting in a wheelbarrow factory.

Elizabeth City—Woodworking Factory.—Incorporated: The Hardwood Supply Co., to manufacture hardwood timber into shuttles, blocks and picker sticks, etc. The incorporators are: E. R. Mixon, Hill Murphey, Frank P. Petway and Edgar B. Mixon. The capital stock is to be $50,000, with privilege of increase to $100,000.

Fayetteville—Cotton Mill.—J. R. Williams, of Fayetteville, and Alexander Fairley, of Tarboro, N. C., have leased the Murchison cotton mill and are equipping it with new machinery preparatory to commencing operations.

Fayetteville—Ice Factory.—J. L. Vandeveer, of Augusta, Ga.; Fred Keiser and S. Landrum George, of Savannah, Ga., have purchased the Fayetteville Ice Factory and will improve same, putting in new machinery, etc. Address J. L. Vandeveer, care of Fayetteville Ice Factory.

Greensboro — Iron Foundry.—The Eagle Foundry Co., with a capital stock of $5000, privilege of increasing to $25,000, has been incorporated by W. J. Teague, Neil Ellington, Tyre Glenn, John A. Hodgin and J. S. Hunter. The company will build and operate an iron foundry. Address W. J. Teague, manager.

Greensboro—Chemical Works.—The Southern Chemical Co. has been organized, with W. L. Cullum, manager, for the manufacture of essences and extracts. Address 104 South Davie street.

Greenville—Hardwood Plant.—Ohio parties are in correspondence with J. W. Perkins, mayor, relative to the establishment of a hardwood plant in Greenville.

Hornet—Gold Mine.—C. P. Mungo has leased the Ferguson Hill gold mine to Chicago parties who intend to develop it.

Kinston—Lumber Mill.—Hines Bros. are enlarging their lumber plant by adding two new boilers, new brick dry-kiln and a small saw mill.

Louisburg—Water Works.—The construction of water works is talked of; it is probable that a definite arrangement will be made soon.

Mechanics—Flour Mill.—John Kemp will put in a roller flour mill; contract not as yet let for machinery.

Mount Airy—Cotton Mill.—E. C. Foy has purchased the Green Hill Mill of 1500 spindles and thirty-five looms, and will put it in operation; new machinery will be installed.

Newberne—Telephone System.—The Henderson Telephone Co. has purchased the Newberne telephone system and will expend several thousand dollars in improving same, putting in new switchboards, cables, instruments, etc. Address for information F. C. Toepleman, general superintendent, Henderson Telephone Co., Henderson, N. C.

Raleigh—Cotton Mill.—The Caraleigh Mills' directors have authorized an issuance of $35,000 preferred stock with a guaranteed dividend of 8 per cent.; it is said that an additional $50,000 will also be raised to be expended on new machinery and other improvements.

Raleigh—Pants Factory.—Northern parties have completed arrangements for the establishment of a pants factory in Raleigh; names of interested parties will be announced later.

Raleigh—Brick Works.—Incorporated: The Raleigh Brick Co., with a capital stock of $2000, by Joel D. Whitaker, George B. Gatling and W. T. Howle. The company's plant, previously noted, will soon be ready to produce 50,000 bricks daily.

Scotland Neck—Lumber Mills.—The Nesbitt Lumber Co., of New York, is said to contemplate the erection of extensive mills and the purchase of large timber tracts in the vicinity of Greensboro; S. F. Dunn, manager at Scotland Neck, can probably give information.

Wrightsville — Electric-light Plant.—The Ocean View Co. is contemplating the erection of an electric-light plant at Wrightsville Beach.

SOUTH CAROLINA.

Dillon—Grocery, etc., Company.—The Dillon Banking & Wholesale Grocery Co. has been incorporated, with J. H. Stafford, president; A. J. C. Cottingham, vice-president, and T. B. Stackhouse; capital stock $25,000.

Florence—Water Works.—The city has in contemplation the construction of water works. Address the mayor.

Florence—Oil Mill.—The Florence Cotton Oil Co.'s mill has been sold to a party who will overhaul and improve the plant and resume operations.

Greenwood — Water-works and Electric-light Plant.—Walton & Wagner, Rome, Ga., have received contract at $25,957.50 for water works complete, except standpipe and foundation, contract for which was awarded to J. E. Van Valkenburg, Atlanta, Ga., at $3088.75. The electric-light plant will be installed by the General Electric Co. for $8275.

Laurens—Ice Factory.—The Oil & Fertilizer Co. will build an ice factory as proposed; contract for a 10-ton plant has been awarded.

Piedmont — Cotton Mill.—The Piedmont Manufacturing Co. is to install 4000 additional spindles.

Reedy River Factory—Cotton Mill.—The Reedy River Manufacturing Co. will install an entire new picker plant.

Waverly Mills—Mercantile Company.—The Waccamaw Mercantile Co., with a capital stock of $15,000, by Ralph Nesbit, president; Louis Ehrlanger, vice-president, and L. C. Lachicotte, secretary.

TENNESSEE.

Chattanooga—Cotton Mill.—C. E. James proposes the erection of a cotton mill of 6000 spindles.

Denson's Landing.—Chartered: The Dodson-Coble Co., capital stock $4000, by A. W. Dodson, J. P. Coble, G. W. Ashly, W. B. Beard and J. A. Mullinks.

Frankfort—Telephone Company.—Articles of incorporation have been filed consolidating the Cumberland Telephone & Telegraph Co. and the Great Southern Telephone Co.; capital stock $3,000,000.

Franklin—Cotton Gin.—W. L. Johnson will rebuild his burned cotton gin.

Harriman—Tack Factory.—W. T. Henry has purchased the Harriman Tack Co.'s factory.

Harriman—Bridge Works.—Chartered: The Harriman Iron & Steel Bridge Co., with a capital stock of $10,000, by George W. Chandler, James W. Scott, Isaac Stewart, Robert M. Dodds and Robert Cassell.

Hillsdale—Flour Mill.—Eller & Johnson will put in a new roller corn mill and a cleaning machine, also meal boiler.

Memphis—Cottonseed-oil Mill.—E. G. Richmond, H. Bond and others, of Chattanooga, Tenn., have decided to erect a cottonseed-oil mill in Memphis.

Nashville—Canning Factory.—Bransford & Brennan will enlarge their refining and preserving plant and increase their facilities; they will also add a canning factory. Address the firm, 148 and 150 South College street.

Ripley — Ice Company.—Chartered: The Ripley Ice Co., with the following incorporators: W. R. Miller, C. R. Klutts, Adam Scott, J. B. Wardaw, James A. Johnson and E. D. Dupree. The capital stock is $3000.

Rockwood—Iron Mines.—Capt. J. D. Roberts, of Harriman, and Sam P. Sparks have opened a new iron-ore mine east of Rockwood.

Rogersville—Corn and Flour Mill.—The Rogersville Milling Co. will rebuild at once its burned flour mill; new mill to have capacity of fifty barrels daily, and to have corn-meal equipment also. Bids are invited on erection of two buildings. No machinery purchased yet.*

Tullahoma—Water Works.—R. P. Houston, of Pittsburg, Pa., and Robert Gallagher, of Shelbyville, Tenn., have applied to the city council for franchise for water works.

Washington College. — Mrs. Lenora P. Broyles contemplates changing her burr mill to a roller system; contract for machinery not awarded.

TEXAS.

Austin — Stationery. — Incorporated: The Corner Book & Stationery Co., capital stock $10,000, by Richard Corner, C. Corner and Lansing B. Fontaine.

Beaumont—Sugar Refineries, etc.—J. N. Moffet, of Kansas City, Mo., is investigating with a view of purchasing for English capitalists 30,000 acres of sugar lands in Eastern Texas and Western Louisiana, with a view of erecting several sugar refineries and engaging in the business on the largest possible scale.

Canadian—Telephone Lines.—Incorporated: The Canadian & Cheyenne Telephone Co., capital stock $2500, by George Gerlach, Robert Moody and D. J. Young.

Dallas—Gas Plant, etc.—The Sunlight Gas Co. has been incorporated, with a capital stock of $5000, by B. S. Wathen, James Wathen, George Taylor and John Summerfield, for the manufacture of calcium carbides, gas, and to conduct a general lighting business.

El Paso—Levee Contract.—Contracts have been let to the West Texas Construction Co. to build two miles of levee along the south side of the city for protection from floods.

Gainesville — Ferry Company.—Chartered: The Christopher-Clark Ferry Co., capital stock $500, to maintain a ferry in Cooke county; incorporators, W. B. Morgan, C. A. Shaw and others.

Georgetown—Flour Mill.—J. F. Towns has purchased the Georgetown City Mills and will put in a complete sifter system.

Hearne — Mercantile.—Incorporated: The Hearne Mercantile Co., capital stock $20 0 0 0, for buying and selling merchandise; incorporators, J. E. Lester, W. C. Looney and others.

Itasca—Flour Mill.—A 75-barrel flour mill, to cost about $10,000, will be erected by a company which has been organized. Names of interested parties will be announced later.

Manor—Electric-light Plant.—The Manor Artesian Well Co. will establish an electric-light plant.

Pittsburg—Oil Wells.—Heath & Co. will probably drill for oil.

Port Arthur — Irrigation Systems.—The Port Arthur Rice & Irrigation Co., recently noted as incorporated, has already finished a canal seven miles long for the purpose of furnishing water for agricultural purposes, and especially for the irrigation of a large tract of rice lands owned by the Port Arthur Land Co. This latter company is putting in this year about 1000 acres of rice, and expects next year to extend operations to cover about 10,000 acres. The plant will cost when completed about $50,000; number of workmen to be employed will probably be several hundred. For further information address Frank M. Hammond, manager.

Rockdale—Grist Mill and Gin.—J. F. Coffield and R. E. Williams are erecting a grist mill and cotton ginnery, recently reported.

Texas—Shirt Factory.—Emory C. Shipley will establish a shirt factory to employ 100 operatives; machinery has all been contracted for.

Weatherford — Oil-lands Development.—A St. Louis syndicate has leased 20,000 acres of oil lands in Bosque county for development; Colonel Lowe, Weatherford, can probably give information.

VIRGINIA.

Bridgewater—Flour Mill.—D. Kise will erect a 20 to 30-barrel flour mill.*

Norfolk — Real Estate.—Chartered: The Norfolk Real Estate Co., to engage in real estate business, construct and build piers, docks, wharves, bridges and other buildings, etc. The capital stock is to be $5000; J. R. Northrup, president; J. E. West, vice-president; A. W. Cornick, secretary and treasurer.

Norfolk — Gold Mines, Stone Quarries, etc.—The Virginia Land & Mining Co. has been incorporated, with A. S. J. Gammon, president; Charles M. Cassell, of Portsmouth, Va., and Robert F. Morris, of Richmond, Va., directors, to mine for gold or other minerals and conduct a general mining business, to quarry for stone, manufacture lumber, etc. The capital stock is $250,000. Address the president at Norfolk.

Norfolk—Publishing.—Chartered: The Virginian & Pilot Publishing Co., capitalized at $50,000; Albert H. Grandy, president, and Michael Glennan, vice-president. The company has been formed for the purpose of consolidating the Daily Virginian and the Pilot, morning newspapers.

Petersburg—Bridge.—The Norfolk & Western Railroad Co. will, it is reported, construct a new bridge to take the place of the present iron bridge in Prince George county, near Petersburg. Address J. M. Barr, vice-president and general manager, Roanoke, Va.

Staunton—Ice Factory.—The Smith Fuel Co., 18 East Main street, will build an ice factory.*

WEST VIRGINIA.

Belva — Lumber Mills.—Chartered: The Rippetoe Lumber Co., to manufacture and sell lumber, capital stock limited to $50,000. The incorporators are: W. L. Rippetoe, J. C. Rippetoe and C. A. Rippetoe, of Belva, W. Va., and John L. Dickinson and C. C. Dickinson, of Charleston, W. Va. Address W. L. Rippetoe.

Ceredo—Grist Mill.—Harrison Watts will erect a grist mill.

Diana—Flour Mill.—L. M. Hall is erecting a flour mill to be operated by water-power.

Grafton—Telephone System.—The Wickwire Telephone Co. has organized, with Dr. Alex. Leeds, president; Richard Wood, vice-president; Z. B. Knotts, secretary, and Edward Luzatter, general superintendent, and is constructing its lines.

Hendricks—Woodenware Factory, etc.—The American Manufacturing & Enamelling Co., noted last week as incorporated, will manufacture specialties in woodenware, etc.; main office in Baltimore, Md., where the company can be addressed care of J. P. Bryan, Manufacturers' Record Building.

Piedmont—Electric-light Plant.—James C. Fredlock has received contract from the city for electric lights and will establish a plant.

Romoval—Flour Mill.—W. M. Mackey is erecting a flour mill to be operated by water-power.

Samp—Flour Mill.—G. A. Sycafoose will put new and improved machinery in his flour mill.

BURNED.

Baltimore, Md.—George Woelfel's furniture factory, 613 South Caroline street.

Bennettsville, S. C.—Bennettsville Ginnery.

Colmesneil, Texas.—The planing mills of the Sam Allen Lumber Co.; estimated loss $50,000.

Henderson, Ky.—Holloway Steam Laundry; loss $3500.

Holly Springs, Miss.—The reservoir at the city gas works destroyed by explosion.

Paint Rock, Ala.—Paint Rock Lumber Co.'s mill; loss $12,000.

Saunders, Va.—The saw mill of Claude S. Howell, near Saunders.

Wheatton, Va.—The oyster-packing plant of Coulberne Bros.

Winston, N. C.—Charles Gwynn's hotel.

BUILDING NOTES.

Alexandria, La.—Hotel.—E. E. McKibben, of Shreveport, La., has prepared plans for a three-story 150x86 foot hotel for the Alexandria Hotel Co., which will immediately advertise for bids for construction of the building.

Angleton, Texas—Brick Block.—D. M. Woulfe has awarded contract to A. H. Bartel for the erection of a brick block 52x62 feet.

Anderson, S. C.—Warehouse.—The Farmers' Warehouse Co. has been incorporated by J. L. McGee, R. E. Ligon and J. S. Fowler with a capital stock of $25,000.

Augusta, Ga.—Store Buildings.—W. S. Roberts will erect a block of stores and residences.

Augusta, Ga.—Residences.—J. B. White will build forty residences.

Baltimore, Md.—Dwellings, etc.—J. E. Sperry has completed the plans for John O. Lovell's proposed four-story residence; Geo. C. Haskell has completed the plans for the proposed $12,000 church building for Christ Reformed Lutheran congregation; E. J. Roberts will erect eight two-story dwellings; F. X. Ganter will erect two factory and warehouse buildings, two and three stories high, 30x129 feet, respectively.

Baltimore, Md.—Dwellings.—Charles R. Hakesley has received permit to erect twenty-two two-story brick dwellings; E. J. Roberts to erect eight two-story brick dwellings.

Baltimore, Md.—Dwelling.—Joseph Evans Sperry has completed plans for a four-story 16x89-foot dwelling for Lieut. John O. Lovell; bids are now being solicited.

Baltimore, Md.—Church.—George C. Haskell is preparing plans for the new church building of the Christ Reformed Lutheran Church; structure to cost $12,000; bids will shortly be asked.

Barium Springs, N. C.—Orphanage.—Plans have been prepared for a new building for the Orphanage Home. Address Rev. J. W. Stagg, Charlotte, N. C.

Beaumont, Texas—Temple.—W. W. Kyle will erect a Masonic Temple building, three stories, constructed of buff pressed brick and cost $9500; plans have been prepared by Kaufman & Co.

Berkeley Springs, W. Va.—Hotel, etc.—A company will be organized to build a $150,000 hotel to replace the building recently burned, to construct baths at a cost of $50,000 and make other general improvements, etc.; Dr. Charles W. Chancellor, Baltimore, Md., can give information.

Bolivar, Tenn.—Dormitory.—Weathers & Weathers, of Memphis, Tenn., will prepare plans for dormitory to be built in Bolivar.

Braddock, Md.—Hotel.—N. T. Haller, of Washington, D. C., will prepare plans for

the proposed hotel to be built at Braddock Heights.

Bridgewater, Va.—Residence.—E. Smith Dinkel will erect new residence.

Charlottesville, Va.—Hall.—The Confederate Memorial Literary Society has had plans prepared for the erection of a $10,000 hall.

Chattanooga, Tenn.—Armory.—Lieut. E. A. Turner has been instructed to secure plans for the erection of a drill hall to cost not more than $3000.

Chattanooga, Tenn.—Business Building.—Judge Morgan, of Memphis, Tenn., and Col. Fort, of Chattanooga, will build a business building.

Clemson College, S. C.—Textile Building.—Bids will be opened April 20 for the erection of the textile building recently noted; structure to be 130x78 feet and according to plans and specifications now on file at Clemson College and at office of D. A. Tompkins, Charlotte, N. C. Address P. H. E. Sloan, secretary.

Clemson College, S. C.—Textile-school Building.—Bids are wanted for the construction of a textile-school building, two stories, 130x170 feet, cost about $8000; drawings and specifications can be seen at the college. Address P. H. E. Sloan, secretary.

Columbia, S. C.—Cotton Warehouses.—J. C. & E. W. Robertson, mentioned during the week as to erect three cotton warehouses of 18,000-bales capacity, have decided to increase capacity to 30,000 bales; these warehouses will be bonded.

Columbia, S. C.—Temple.—Plans are to be prepared soon for the proposed Masonic Temple building; E. W. Robertson can give information.

Corsicana, Texas—Residence.—A. Harrelts has awarded contract for $3000 residence.

Dallas, Texas—Building.—W. R. Knight has received contract at $26,000 to erect the building for the Southern Telephone Co.

Dalton, Ga.—Jail.—Bids will be opened May 3 for the erection of a jail according to plans and specifications furnished. Plans are now on file in office of ordinary, Dalton. For particulars address Joseph Bogle, chairman.

Greenville, S. C.—Residences.—A. Grube has prepared plans for residence for C. E. Graham to cost $5000; is also preparing plans for residence for F. F. Capers.

Knoxville, Tenn.—Dwellings.—Permit issued to Gen. J. T. Wilder for house to cost $2500; M. L. Ross, building to cost $6000; to Tarwater & Wright for building to cost $17,000.

Knoxville, Tenn.—Mechanical Building.—Bids will be opened April 4 for the construction of the mechanical building for the University of Tennessee; plans and specifications now on view at office of superintendent. Address James Maynard, chairman of committee.

Louisville, Ky.—Residence.—Thomas & Bohne have prepared plans for residence for Theodore Ahrens; cost $7500.

Memphis, Tenn.—Dwellings.—Plans are being prepared by G. M. Shaw for $11,000, $7000, $5000 and $8000 cottages; Cyrus F. Johnson is preparing plans for $20,000 residence for S. B. Anderson, to have electric bells, light, terra-cotta finishings, baths, etc.; also for $5000 residence for R. T. Faut, and $6000 residence for C. K. Smith.

Memphis, Tenn.—Residences.—A. A. Chighizola is preparing plans for $5000 dwelling; for two brick tenements 50x45 feet in dimensions, etc., to cost $5500; for residence to cost $3500 for Dr. H. E. Marshall; for residence for William Dittmer to cost $3500; for residence for E. B. Williams to cost $7000; residence for Dr. R. E. Bullington to cost $3500.

Memphis, Tenn.—Church.—Weathers & Weathers are preparing plans for a $130,000 church to be erected for St. Mary's congregation.

Mount Pleasant, Tenn.—Storehouses.—Chas. Jackson will erect two brick storehouses.

New Orleans, La.—Hospital.—Darcantel & Diasselias have received contract at $78,000 for the erection of the Richard Milliken Hospital.

Newport News, Va.—Church.—The Washington Avenue M. E. congregation is considering the erection of a new church building. Address Rev. B. F. Lipscomb, pastor.

Oakland, Md.—Church.—The Roman Catholics will build a church; Rev. Frank A. B. Wunnen, pastor.

Raleigh, N. C.—Asylum.—Elliott & Co., of Hickory, N. C., have contract at $22,500 for the erection of the Blind Asylum building.

Raleigh, N. C.—Church.—Plans for Good Shepherd Church building by R. W. Gibson, of New York, have been accepted; the structure is to cost $25,000 and have a seating capacity of 610. Address Dr. Pittinger, pastor.

Richmond, Va.—Church.—The Evangelical Lutheran congregation is considering the erection of a new church. Address Rev. J. A. Morehead, pastor.

Roanoke, Va.—Schools.—H. H. Huggins has completed plans and specifications for the city's proposed two school buildings; modern plumbing and heating systems will be installed.

Roanoke, Va.—School Buildings.—Sealed bids will be received until April 7 for the construction of one school building in First ward, one in Fifth ward and an addition to Gilmer-avenue building in Third ward. Bids will be received on one or all the plans filed, and a certified check or guarantee bond in the penalty of $250 must accompany each bid. Plans and specifications can be seen at the city engineer's office. Guarantee bond in penalty of 50 per cent. of contract will be required for performance of contract. J. H. Wingate, city engineer; T. T. Fishburne, president school board.

Rockwood, Tenn.—Business Block.—Plans are being drawn for a two-story brick business block for the "Cash Bazar."

Rogersville, Tenn.—Factory Buildings.—Rogersville Milling Co. is inviting bids on erection of two new mill buildings.

Roland Park, Md.—Office Building.—The Baltimore Consolidated Railway Co. is having plans prepared by Baldwin & Pennington for the erection of an office building at Roland Park. Address the company at Druid Hill avenue and Retreat street, Baltimore, Md.

Shelby, N. C.—Tabernacle.—It is proposed to build a tabernacle to seat 3000 people; N. B. Broughton, Raleigh, N. C., can be addressed.

Staunton, Va.—Church.—The German Baptists will erect a new brick edifice. Address J. C. Garber for information.

St. Louis, Mo.—Building.—The Lincoln Realty Co. has obtained permit for its proposed building; cost $350,000.

Temple, Texas—Engine-house.—Sealed proposals will be received until April 2 by C. F. W. Felt, chief engineer G., C. & S. F. Ry., Galveston, Texas, for the erection of a 24-stall stone engine-house at Temple. Plans and specifications can be seen at the office of city passenger agents Dallas and Fort Worth or at the office of master mechanic, Temple, Texas; also at office of chief engineer.

Washington, D. C.—Dwellings, etc.—Chas. E. Tribby will erect a two-story brick dwelling; Ella A. Bounds will erect a two-story frame building; John Creaven will erect a two-story dwelling; Henry Schneider will erect two houses, two stories high each; J. O'Donnell will erect a two-story store and residence.

Wilmington, N. C.—Residence.—H. E. Bonitz has prepared plans for a two-story residence, to have all modern improvements, for Richard F. Warren.

Wilmington, N. C.—Club Building.—H. E. Bonitz has prepared plans for a two-story building, 92x61 feet, to have all modern conveniences, for the Hanover Seaside Club. Address C. F. Vonkampen, care of the club, for information. [This item was reported by error during the week under Washington, D. C.]

Wolfe City, Texas—Church.—It is proposed to build a $5000 church; C. L. Parrott can give information.

RAILROAD CONSTRUCTION.

Railways.

Amarillo, Texas.—Among those interested in the Pecos & Northern Texas Railway Co. are James J. Hagerman and Percy Hagerman, of Colorado Springs, Col., and E. O. Faulkner, of Eddy, N. M. This road is to be built through Randall, Castro and other counties to Amarillo, a distance of about 100 miles. It will probably be a branch of the Pecos Valley Railroad.

Beaumont, Texas.—The Gulf, Beaumont & Great Northern Railroad Co. has been formed with $600,000 capital to build the proposed line from Sabine Pass to Paris, Texas, also from Jasper to Fort Worth, in the same State. The Gulf, Beaumont & Kansas City, now in operation between Beaumont and Kirbyville, will be absorbed in the new company. Among those interested are J. H. Kirby, of Houston; N. B. Silsbee, of Boston, Mass., and W. A. Fletcher, of Beaumont. John H. Kirby, general manager of the Gulf, Beaumont & Kansas City, is president of the new company.

Bentonville, Ark.—It is reported that the Bentonville Railroad has been purchased by J. M. Bayless, of Cassville, Mo., who will extend it from Bentonville to a connection with the Kansas City, Pittsburg & Gulf.

Charleston, S. C.—Crossties and other material are being received for the Charleston & Seashore Electric line being promoted by J. S. Lawrence and others.

Charleston, W. Va.—It is reported that the Chesapeake & Ohio Railroad Co. will construct a branch into the Piney Creek coal district, in order to reach mines to be opened up in this section in the interest of the Atlantic Navigation Co. M. E. Ingalls, at Cincinnati, O., is president of the company.

Chattanooga, Tenn.—It is stated that the Southern Railway Co. has determined to build the proposed extension of its line between Chattanooga and Stevenson, Ala., a distance of twenty-eight miles, in order to give it more direct connection with its Memphis & Charleston division. Frank S. Gannon, at Washington, D. C., is vice-president of the company.

Chattanooga, Tenn.—Hon. H. Clay Evans, L. E. Montague and others have formed the Lookout Point Incline Co., with $20,000 capital.

Cheraw, S. C.—It is reported that the Richmond, Petersburg & Carolina Railroad, under construction, is to form a part of another line north and south, which will extend to Columbia, S. C. It is reported that the plans include the building of a road between Cheraw and Camden.

Cumberland, Md.—It is reported that the Cumberland & Pennsylvania Railroad Co., which is a branch of the Pennsylvania system, will use what is known as the Eckhart branch for the trolley line, and that an extension will be built to Frostburg to connect with the electric road to Westernport, Md. C. K. Lord, at Baltimore, is president of the Cumberland & Pennsylvania Company.

Cumberland, Md.—It is stated that the Frostburg & Lonaconing and Lonaconing & Westernport railroad companies have secured a franchise to begin work. J. W. Burchinal, of Moundsville, W. Va., is one of the principal promoters of both lines.

Decatur, Texas.—It is stated that the Denton, Decatur & Western Railroad Co. has determined to build the extension between Sweetwater and Anson immediately, and that it will be completed by November 1. The distance is thirty-five miles. R. E. Carswell, at Decatur, Texas, is president of the company.

Denmark, S. C.—W. G. Elliott, chairman of the executive committee of the Charleston & Western Carolina Railroad Co., informs the Manufacturers Record that it is expected to make a survey of the route between Denmark and a connection with the Charleston & Western Carolina. Nothing will be done until surveys have been completed. Mr. Elliott's address is at Wilmington, N. C.

Eagle Lake, Texas.—Thomas F. Bouiden, secretary of the Cane Belt Railroad Co., advises the Manufacturers' Record that this line will be fifteen miles long in all and that nine miles will be built at once. About one and one-half miles have already been completed. William Dunoven is president and W. T. Eldredge is vice-president.

Fayetteville, Tenn.—J. M. Thomas, of Nashville, president of the Nashville, Chattanooga & St. Louis Railroad Co., writes the Manufacturers' Record that the Middle Tennessee & Alabama Railroad is now controlled by this company and will be operated between Fayetteville and Madison Cross Roads after July 1.

Fitzgerald, Ga.—P. H. Fitzgerald, G. W. Smith and Thomas Wilson, of Fitzgerald, are interested in the Fitzgerald & Atlantic Railroad Co., recently chartered to build a road from Fitzgerald to Douglas, in Coffee county, to connect with the Waycross Air Line. The capital stock is $40,000.

Frostburg, Md.—A charter has been issued to a company which proposes building an electric line between Frostburg and Allegany Grove. It will be about seven miles long. The company is capitalized at $50,000, and includes Robert R. Henderson, George W. Snyder and Edward Dwyer.

McDowell, Va.—It is reported that the Potts Valley Iron Co. has nearly completed a narrow-gauge railroad about five miles long to connect with the Chesapeake & Ohio at McDowell.

Memphis, Tenn.—It is reported that the Illinois Central Railroad Co. has decided to make extensive improvements between Memphis and Fulton, Miss., which will include the changing of grade and the laying of rails at several points. The estimated expense is $1,200,000. J. T. Harahan, at Chicago, Ill., is vice-president of the company.

Memphis, Tenn.—It is reported that Milwaukee parties have revived the scheme of building a railroad from Memphis to New Orleans along the right bank of the Mississippi river. R. H. Elliott, of Birmingham, Ala., is making preliminary surveys for the line.

Monroe, La.—The Monroe Railway & Construction Co. informs the Manufacturers' Record that it will purchase about 100 miles of rails for its line.*

Monroe, La.—It is stated that the Grigsby Construction Co., of Dallas, Texas, is negotiating with a view of building a portion of the railroad being promoted by the Monroe Railway & Construction Co. A committee of the company is negotiating with St. Louis capitalists to take an interest in the enterprise.

Moorhead, Miss.—It is reported that the Illinois Central has secured the Yazoo Delta Railroad, of which Chester H. Pond, at Moorhead, is president, and will extend it from Ruleville to a connection with the Yazoo & Mississippi Valley Railroad. The railroad is now in operation from Moorhead, on the Georgia Pacific system, to Ruleville, a distance of twenty-five miles. J. T. Harahan is vice-president of the Illinois Central Company.

Myersville, Md.—It is stated that the Myersville & Catoctin Railroad Co. is letting contracts for its line between these points. It will be an extension of the Frederick & Middletown line. C. F. Flook, at Frederick, Md., may be addressed.

Petersburg, Va.—W. P. Chapman, general contractor for the Richmond, Petersburg & Carolina Railroad, advises the Manufacturers' Record that he is letting the grading, masonry and bridgework for the line from Petersburg to Ridgeway, N. C. He states he will want about 300,000 ties.*

Raleigh, N. C.—It is reported that the Raleigh & Cape Fear Railroad Co. has begun grading its line between Raleigh and Lillington, N. C. John A. Mills, at Raleigh, is the principal promoter of the enterprise.

Stamps, Ark.—The Louisiana & Arkansas Railroad Co. has been incorporated to build a line from a connection with the St. Louis Southwestern system to Cotton Valley, La., twenty-four miles. The capital is $150,000. Among those interested are William Ferguson, of Texarkana, Texas, and Robert Buchanan, of Stamps. [This is understood to be a sub-company formed in the interest of the railroad between Minden, La., and Stamps.—Ed.]

Starke, Fla.—In a letter to the Manufacturers' Record, Arthur Meigs, general manager of the Atlantic, Suwanee River & Gulf Railroad at Jacksonville, Fla., states that the company intends extending its line about fifteen miles west of the Suwanee river.

Stillmore, Ga.—John M. Egan, vice-president of the Central of Georgia, informs the Manufacturers' Record that the railroad between Bruton and Stillmore will be completed by May 1. It is known as the Bruton & Pineoria. It was formerly known as the Macon & Atlantic Short Line. It will probably be extended east of Stillmore.

Waycross, Ga.—J. H. Powers, of Perry, Ga., has secured the contract to extend the Waycross Air Line from Nichols to Douglass, Ga., a distance of twelve miles. J. T. Stone, of Pensacola, Fla., is the engineer in charge.

Waynesville, N. C.—J. B. Hart, of Clarksburg, W. Va., it is stated, is interested in a proposed railroad line from Waynesville to Newport, Tenn., through Haywood county.

Womelsdorf, W. Va.—It is stated that work has been resumed upon the Roaring Creek & Belington line, which will extend to the Rich Mountain coal deposits. Among those interested is O. C. Womelsdorf, of Womelsdorf, W. Va.

Street Railways.

Atlanta, Ga.—It is stated that a branch of the Consolidated Street Railway will be constructed to East Lake. It will be operated by trolley motors and is being promoted by H. M. Atkinson.

Atlanta, Ga.—E. Woodruff, president of the Atlanta Consolidated Street Railway Co., informs the Manufacturers' Record that the proposed extensions this spring will aggregate about three and one-half miles. The track will consist of 60 or 70-pound T rails.

Atlanta, Ga.—C. J. Simmons, president of Collins Park & Belt Railroad Co., informs the Manufacturers' Record that he will probably extend this line, as reported, to Marietta, Ga., within the next few months. The plan is to build an extension of from fourteen to nineteen miles.

Cumberland, Md.—It is stated that the Cumberland Electric Railroad Co. has decided to build an extension four miles long into the suburbs. George L. Wellington is president.

Memphis, Tenn.—The Memphis Street Railway Co. is extending its line to Montgomery Park, in the suburbs, a distance of five miles. It will be completed in a few weeks. Rolling stock is now being received for the line.

New Orleans, La.—It is stated that the New Orleans & Carrollton Railroad Co. expects to complete this line to West End, in the suburbs, by May 1. Rolling stock is now being procured. Joseph Lees is president.

St. Louis, Mo.—It is stated that the People's Railroad Co. has decided to change its cable lines to an electric system, using the cable slots for underground conduits. Chas. Green is receiver of the company.

Wheeling, W. Va.—Contracts are being let for the railroad promoted by the Wheeling & Elm Grove Electric Railroad Co. Messrs. Brown & Hazlett, of Wheeling, are engineers for the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—Larkin Smith, Malvern, Ark., wants to buy reaper and binder.

Bending Rolls.—J. R. Alsing Co., 60 New street, New York city, wants to buy bending rolls to bend plates eight feet long, three-eighths inch thick, to six feet or seven feet diameters.

Boiler and Engine.—W. H. Craven, Thunder, Ga., wants catalogues of boilers and engines.

Brick.—Proposals will be received until April 9 for furnishing 500,000 or more of the best quality of vitrified paving brick. Specifications can be obtained. Successful bidder to furnish bond in $3000, with two sureties. Proposals to be marked "Proposals for Paving Brick." Address Wm. H. Hornish, clerk, city of Wheeling, W. Va.

Building Materials.—W. Geisenheimer, Camden, S. C., will want lime, cement, window sashes and blinds, also a corrugated front.

Corn Mill.—Rogersville Milling Co., Rogersville, Tenn., will need outfit for grinding corn meal.

Cotton Compress.—Ennis Oil & Grocery Co., Ennis, Texas, wants to buy a good second-hand Morse or Webb cotton compress.

Cotton Mill.—J. W. Alexander, Alexandria, La., wants full particulars regarding the manufacture of cotton goods, estimates on cost of complete mill, etc.

Dam.—Spray Water Power & Land Co., T. R. Walker, treasurer, Spray, N. C., wants bids on a stone dam (laid in cement) containing some 2500 cubic yards; stone on spot and easily handled; fine rock bottom.

Electric-light Plant.—The Clinton Water & Light Co., T. H. Williams, secretary, Clinton, Ky., will receive propositions for the erection of an electric-light plant.

Electric-light Plant.—Purser Bros., care of H. M. Buckley, Wesson, Miss., will probably want an electric-light equipment.

Elevator.—H. U. F. Flurshutz, 13 North Centre street, Cumberland, Md., wants a freight elevator, hand-power.

Engine.—Russell Lumber Co., Forest, Miss., is in need of a small engine, 10x10.

Engine.—W. O. Lankford, Princess Anne, Md., wants to buy six to eight-horse-power gasoline engine; new or second-hand.

Flour Mill.—Rogersville Milling Co., Rogersville, Tenn., will need equipment for 50-barrel roller flour mill.

Flour Mill.—D. Kise, Bridgewater, Va., wants machinery for a 20 to 30-barrel roller flour mill.

Flour Mill.—T. J. Midkiff, Galveston, Va., is in the market for one double-stand Dawson roller mill, 6x18, second-hand; one No. 0 Smith purifier, one Smith centrifugal reel, one Salem round reel and other machinery.

Flour-mill Machinery.—J. W. Epperly, East View, Va., wants a second-hand smut machine.

Flour-mill Supplies.—Smith, Fort & Co., Pikeville, N. C., are in the market for bolting cloth for flour mill.

Flour-mill Supplies.—John H. Aycock, Fremont, N. C., will perhaps be in the market for bolting cloth and other repairs for flour mill.

Furniture.—Oswald Wilson, chairman Brazoria Library Association, Brazoria, Texas, is in the market for about $1000 worth of school furniture.

Gasoline Engine.—W. O. Lankford, Princess Anne, Md., wants to buy a gasoline engine six to eight-horse-power; new or second-hand.

Ginnery.—J. D. Derrough, Kelm, Texas, wants prices, etc., on ginning outfit; plant to cost about $4000.

Heating Apparatus.—George C. Williams, Decatur, Ala., wants catalogues, prices, etc., of furnace for heating church.

Ice Factory.—Smith Fuel Co., 18 East Main street, Staunton, Va., wants to correspond with builders relative to the construction of an ice factory.

Knitting Machinery.—Hart Manufacturing Co., Flat Rock, N. C., will buy knitting machinery, shafting, pulleys, etc.

Lightning Rod, etc.—J. S. Pride, Rock Hill, S. C., wants to buy lightning rod from the manufacturer direct; also points, ornaments and demonstrator.

Machine Tools.—See "Bending Rolls."

Machine Tools.—W. H. Craven, Thunder, Ga., wants catalogues of lathes.

Machine Tools, etc.—W. W. Smith, Boaz, Ala., wants to buy machinery and tools.

Mining Equipment.—Lick Fork Coal Co., Wm. R. Hughes, manager, Thacker, W. Va., is in the market for eight-foot drum, 2300 feet of one-inch steel rope, suitable for coal incline. (See "Railway Equipment.")

Motor.—F. M. Heinig, 426 West Green street, Louisville, Ky., wants a second-hand electric motor of three to five horse-power.

Naval Supplies.—Proposals will be opened April 12 for naval supplies, including bolts, nuts, burrs, rivets, dry goods, oakum, curled hair, hardware, bar iron and steel, babbitt metal, sheet lead, etc.; these stores to be delivered at Portsmouth (N. H.) Navy Yard. For another lot to be delivered at Mare Island Navy Yard, California, will be opened April 26. Address Edwin Stewart, paymaster-general United States Navy, bureau of supplies and accounts, Washington, D. C.

Oil Mill.—Chattanooga, Tenn., parties will probably want cottonseed-oil mill. Address G. N. Henson, Chattanooga, Tenn.

Oil Mill.—Wayne I. Stump, Womelsdorf, W. Va., wants to purchase a sassafras-oil mill. [This item was erroneously reported as Womelsdorf, Texas, in a recent issue.]

Piping.—Wanted—Three thousand feet of four-inch water pipe, cast iron. Address W. A. Prout, chairman water and electric-light board, Barnesville, Ga.

Piping.—Messrs. Dahl Bros., Copenhagen, Denmark, are in the market to contract for a supply of cast-iron pipe; full details, such as sizes, lengths, patterns, etc., furnished on application.

Railway Equipment.—W. P. Chapman, Petersburg, Va., will want about 300,000 ties.

Railway Equipment.—G. W. Chance, 14 South Broad street, Philadelphia, wants fifty miles of 35 to 45-pound T relaying rails. Name cheapest delivery point.

Railway Equipment.—Monroe Railway & Construction Co., Monroe, La., wants to buy 100 miles of second-hand steel rails, from forty-five to fifty-six pounds; state price per ton delivered and terms.

Railway Equipment.—Lick Fork Coal Co., Wm. R. Hughes, manager, Thacker, W. Va., is in the market for sixty to seventy tons of 50-pound T rails, also forty to forty-five tons of 25-pound T rails; fish bars, plates, etc., wanted. Equipment to be second-hand, suitable for relaying. (See "Mining Equipment.")

Sewer Pipe.—Proposals will be received until April 9 for furnishing sewer pipe during the year 1898. Specifications can be obtained at the office of the board. Successful bidder to furnish bond in $1000. Proposals to be marked "Proposals for Sewer Pipe." Address Wm. H. Hornish, clerk, city of Wheeling, W. Va.

Telephone Equipment.—Henry P. Farrow, Gainesville, Ga., will want telephone equipment soon.

Tobacco.—Proposals will be opened April 26 for supplying 150,000 pounds of navy tobacco. Address Edwin Stewart, paymaster-general United States Navy, bureau of supplies and accounts, Washington, D. C.

Water Works.—The Clinton Water & Light Co., T. H. Williams, secretary, Clinton, Ky., will consider propositions for the construction of a water-works system.

Woodworking Machinery.—W. H. Crane, Thunder, Ga., wants catalogues of lathes and saws.

Woodworking Machinery.—"Ball Wood," care of Manufacturers' Record, wants to correspond with manufacturers of automatic ball-wood machines.

Woodworking Machinery.—Sawyer Single-tree & Manufacturing Co., Edwardsville, Ill., is in the market for a "Defiance" single-tree lathe; new or second-hand.

TRADE NOTES.

American Foundrymen.—The American Foundrymen's Association will hold its third convention in Cincinnati, O., June 7, 8, 9 and 10.

Ice Machinery.—The York Manufacturing Co., of York, Pa., has received contract for two 50-ton refrigerating machines and 25-ton ice plant for Trenton, N. J.; for 15-ton ice plant for New Orleans, La., and for 30-ton ice plant for East Orange, N. J.

Opportunity for Manufactory.—A large brick structure, two stories high, located at Middlesborough, Ky., is offered for use by Mr. Henry L. Underwood. The property is suitable for cotton mill, tobacco plant or other enterprise suitable to the products of the section.

Cotton Machinery.—The Saco & Pettee Machine Shops, Newton Upper Falls, Mass., are shipping cards and drawing to the Victor Cotton Mill, Greers, S. C.; the Cherry Cotton Mills, Florence, Ala.; the Manchester Mills, Rock Hill, S. C.; the Union (S. C.) Cotton Mills.

Iron-roofing Works.—The works of the Gedge Bros. Iron Roofing Co., of Anderson, Ind., have been enlarged lately. An addition was erected about equal to one-third of the former works, increasing the output of the plant largely. The "Gedge" brand of goods includes iron roofing and siding, troughs, spouting, sheets and similar goods.

Engine Orders.—For some time back engine orders have been so plentiful with the Buffalo Forge Co., of Buffalo, N. Y., that it has been compelled to run this portion of plant double time. Included in these orders have been engines for the boats of the United States Navy and revenue cutter service and the regular type of Buffalo automatic horizontal electric-light engines.

Ball Engines Again.—The Ball Engine Co., of Erie, Pa., has shipped three engines for an electric-light plant in hotel at Pittsburg, to be direct connected to Westinghouse dynamos; McNeill Bros., of Chicago, have placed a Ball engine, direct connected to Western dynamo, and two Ball engines have been direct connected to Western dynamo in office building electric plant at Kansas City.

Patent Spark Arrester.—The "South Bend" spark arrester is used extensively throughout the North and Northwest on thresher engines, and in the Southern States on like machinery. The manufacturer of this arrester, the South Bend Spark Arrester Co., of South Bend, Ind., was established in 1889. It is expected that this device will come into general use in the cotton and timber States of the South.

Paints.—Established for many years, and having ample facilities for the production of the different products in the paint line, the W. W. Lawrence Co., of Pittsburg, Pa., offers its service to the public. A special line of the company is the furnishing of paints for railways, bridge companies and large corporations. Advice as to the best ways for securing the highest results and without unnecessary expenditure of material is offered to prospective patrons.

Carborundum.—The introduction of the use of carborundum and carborundum goods marks the advance of a new industry. Already carborundum is extensively used, factories for its production being in operation in Germany and Austria, and the supply obtained from these is supplemented by large shipments from this country. Carborundum wheels are used in England, France and other European countries, and even Asia is represented by Japan as a part of the world where this abrasive is employed. The new chemical compound is a substitute for diamond powder and emery, claimed to be superior to them. It is a crystalline body, composed, as its chemical name, carbide of silicon, shows, of the elements carbon and silicon. For its production the intense heat of the electric furnace is required. The works of the Carborundum Company are located at Niagara Falls, N. Y. E. G. Acheson is president. Further information furnished on application.

Sprague Electric Company.—The organization of the Sprague Electric Co., which our readers well know was formed by the consolidation of the Interior Conduit & Insulation Co. and the Sprague Electric Elevator Co., is being rapidly perfected. The company has secured rooms in the Marquette Building, Chicago, Ill., which will be in charge of Mr. Millard B. Kitt and Mr. E. B. Kittle, long identified with the company. Well-known electrical men and houses are being rapidly secured to represent the Sprague Company in various sections of the country. The Metropolitan Electric Construction Co. is now doing all of the installation work of the Sprague Electric Co., an arrangement to that effect having been recently closed. The Construction Company will not only contract for installation and maintenance of Sprague machinery, but of any other machinery as well. The offices of the Construction Company, as well as those of the Sprague Company, are in the Commercial Cable Building, New York city. The officers are W. D. MacQuesten, president and general manager, and Mr. Wallace E. Carver, treasurer.

TRADE LITERATURE.

Slate.—A publication issued monthly in the interests of the slate trade has been established at Slatington, Pa. For sample copy address the Slate Publishing Co.

Woodwork.—Catalogue No. 6 of Harris & Cole Bros., of Cedar Falls, Ia., has been issued. The firm manufactures poplar lumber, turned work and house furnishings of all kinds.

Cooking—Past and Present.—An interesting article on past and present cooking is a part of the '98 brochure issued by the Schneider & Trenkamp Co., of Cleveland, O., manufacturer of reliable gas stoves and ranges.

Roofing Booklet.—Illustrated booklet No. 3 has been issued by the Gedge Bros. Iron Roofing Co., of Anderson, Ind., manufacturer of all kinds of steel roofing and siding, painted and galvanized; also eaves troughs, down-spouting, tinplate, etc.

A Modern Engine.—A leaflet entitled "A Modern Engine" has been issued by the Ball Engine Co., of Erie, Pa. A description is presented of the company's single-cylinder engine, equipped with new automatic governor and automatic system of lubrication.

Freezing Traps.—The maker of the Heintz steam trap, the W. S. Haines Co., of Philadelphia, Pa., is mailing a circular saying that "you can't freeze a trap that's always free from water and deposits. You won't have frozen heating or power pipes if you use the Heintz steam trap." Further facts regarding this trap are also given.

Fan Motors.—The General Electric Co., of Schenectady, N. Y., has issued an illustrated pamphlet descriptive of its '98 fan motors, for alternating and direct currents. Attention is called to the fact that the General Electric Co. has manufactured electric fans since the earliest days of the electric motor, and in its '98 models embodies the result of its long practical experience. Illustrations are given of the different styles, and each is accompanied by a clearly written and careful description. Pamphlet will be sent on application.

A Successful Banking House.

The position taken by Baltimore's financial corporations in behalf of Southern interests has been an extremely important one. Many enterprises of the greatest value to the Southern States would have proved futile had it not been for the hearty encouragement given by banking interests. In allowing their names to be connected with this or that project they have given it a backing which has attracted attention to it in many instances from both foreign and

American investors, and in this way plans have been carried out which otherwise would have proved failures. The financial corporations of Baltimore have successfully placed many thousands of Southern securities, and to them is due the credit of placing many Southern cities and towns in the way of obtaining municipal improvements and the rehabilitation of some of the most important railroads in the South.

Among the Baltimore banking houses which have been prominent in this work is that of Messrs. Hambleton & Co. This firm has had a long and remarkably successful career, and the conservative policy it has pursued has resulted in its many clients obtaining the benefit of its shrewdness and judgment in investment matters. Messrs. Hambleton & Co. have been instrumental in arranging some of the most important financial transactions in Baltimore and the South. They were identified with the Baltimore Warehouse Co., and through them was arranged the consolidation of the People's and Baltimore Gas Light companies, resulting in the reduction of the price of gas from $3.25 per 1000 feet to less than half that amount. They have made a specialty of the consolidation of railways, and Mr. T. Edward Hambleton has been actively identified with the street-railway systems of Baltimore for over fifteen years. He was receiver of the old People's Passenger Railway, and then president, and in 1888 was elected president of the Baltimore Traction Co., occupying this position for five years. The consolidation of the Baltimore Traction and the City & Suburban railways were in a large measure effected by this house, which is identified with the company, and has placed a large amount of its securities. The organization of the West Virginia Central Railroad, now regarded in the investment world as one of the strongest railroad corporations in the South, was conducted largely through their influence and the property placed on a safe and paying basis. Messrs. Hambleton & Co. have succeeded in obtaining for their Baltimore and other patrons very desirable issues of bonds, and their close connection with both the Baltimore and New York stock exchanges has given them excellent opportunities for serving the investing public. The firm includes Messrs. T. Edward Hambleton, Frank S. Hambleton and John M. Nelson. It is a member of the Baltimore Stock Exchange and daily issues a circular of much value to all interested in securities.

Jottings at the Ports.

The Chesapeake & Ohio canal has been opened for navigation, and coal is now being shipped from Cumberland, Md., to Georgetown, D. C., by water.

A tow carrying from 10,000 to 12,000 tons of Alabama coal is being forwarded down the Mississippi river to Louisiana markets by the Southern Railway's barge line. This will be the largest tow of coal ever sent down the Mississippi since the line has been established.

According to a dispatch from Port Chalmette, La., the New Orleans & Western Railroad Co. contemplates building additional wharves at that point in order to have the necessary facilities to accommodate its export and other trade. It is expected that the improvements will be carried out by September 1.

It is announced that the Interstate Coal Co., of Baltimore, has secured contracts for about 10,000 tons of coal for the use of the navy, to be delivered at Key West. The coal will come from the George's Creek and Cumberland region, and will be shipped to Key West from Baltimore as fast as possible by schooners.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Mr. John W. Fries on Banking.

In pamphlet form has been published "The Banking Plan Proposed by the Monetary Commission Discussed From a Southern Standpoint," by John W. Fries, of Salem, N. C. Mr. Fries truly states that it is mere party provender for the politicians to argue that the public welfare is bound up in the acceptance of any one plank in the platform of any political party. "Free trade alone," he writes, "or a protective tariff alone, or free silver alone, or the gold standard alone, will not work the salvation of the country. If the legislation we have is to be for the lasting benefit of the whole country, it must be on broad lines."

New Securities.

The Montgomery Light Co., of Montgomery, Ala., will issue $750,000 in 5 per cent. bonds for improvement purposes.

The town of Berryville, Va., may issue $20,000 of bonds for water-works purposes. The town clerk will give further details.

The city of Meridian, Miss., has voted in favor of issuing $20,000 in bonds for street paving. E. H. Dial, mayor, may be addressed.

The city of Spartanburg, S. C., will receive proposals until April 16 for $50,000 worth of 6 per cent. bonds. A. B. Calvert is mayor.

The town of Wytheville, Va., will vote on the question of issuing $90,000 in 5 per cent. bonds for improvements. The mayor will give further information.

It is reported that the board of supervisors of Coahoma county, Mississippi, will sell about $40,000 worth of refunding bonds at Friar's Point, Miss., on May 2.

The issue of $23,000 in 6 per cent. bonds voted for by the town of Trenton, Tenn., will be used for improvement purposes. The town clerk may be addressed.

It is reported that the board of supervisors of Alleghany county, Virginia, will sell $20,000 of 5 per cent. refunding bonds on May 14. The board may be addressed at Covington, Va.

It is stated that Phillips county, Arkansas, will receive bids until April 21 for $100,000 in 5 per cent. refunding bonds. The board of commissioners may be addressed at Helena, Ark.

Hon. C. A. Collier, mayor of Atlanta, Ga., informs the Manufacturers' Record that the election to decide on an issue of $200,000 in water-works bonds has been postponed from April 1 to a future date.

The Cumberland Telephone & Telegraph Co., of Tennessee, has filed a mortgage on its property to secure an issue of $1,000,000 in 5 per cent. bonds. The company's headquarters are at Nashville, Tenn.

The issue of $100,000 in 4½ per cent. bonds of the city of Charleston, S. C., has been sold to the E. M. Moreland Co., of Charleston, at 102. These bonds were supposed to be taken by C. H. White & Co., of New York, but were not paid for.

New Corporations.

J. H. Smith, J. P. Robinson and others have incorporated the International Loan & Trust Co. at Little Rock, Ark.

The Merchants and Farmers' Bank, recently organized at Milledgeville, Ga., has received a charter to do business. It has $40,000 capital. Among those interested are Samuel Evans and William A. Walker.

J. Austin Fink, Thomas F. Keating and others have formed the State Mutual Building Association at Baltimore with $2,000,000 capital.

The Delima Realty & Investment Co., of St. Louis, Mo., has filed articles of incorporation, with a capital stock of $2000. J. H. Maguire is one of the promoters.

John J. Hoffman and others are interested in the formation of a national bank in South Baltimore to accommodate the manufacturing and business firms in that part of the city.

The directors of the Bay St. Louis Bank, of Bay St. Louis, Miss., have elected J. F. Cazeneuve, president; Aug. Keller, first vice-president; O. M. Nilson, second vice-president.

The Security State Bank of Starkville, Miss., has been organized with $25,000 capital. Following are the officers: W. W. Magruder, president; T. B. Carroll, vice-president; E. W. Lampkin, cashier.

A branch of the Atlanta Building and Loan Association has been formed at Abbeville, La., with $20,000 and the following officers: Elias Broussard, president; R. P. Nelson, vice-president; J. R. Fischer, attorney; Paul E. Leguenec, local agent.

A bill to incorporate the Broadway Loan & Trust Co., of Baltimore city, is pending in the Legislature. The incorporators named are Alex. H. Schulz, Geo. Gunther, William Schwarz, Geo. F. Wiessner, Frederick Klipper and Alexander Y. Dolfield.

The secretary of the State has granted a charter to the Dillon Banking & Wholesale Grocery Co., of Dillon, S. C., which proposes to do business on a capital of $25,000. The officers are J. H. Stafford, president; A. J. C. Cottingham, vice-president, and T. B. Stackhouse, cashier.

A charter has been granted to the Dime Capital Savings System, the objects of which are to accumulate funds for the erection of buildings and to do building association business at Alexandria, Va. The capital stock is placed at $25,000. P. F. Norville, of Washington, is named as president. E. B. Taylor is agent.

Dividends and Interest.

The Algiers Water Works & Electric Co., of New Orleans, La., has declared a dividend of $1 per share.

The directors of the Louisville City Railway Co. have declared the usual 2½ per cent. semi-annual dividend on the preferred stock and 1¼ per cent. dividend on the common.

Financial Notes.

At a meeting of the directors of the National Union Bank of Baltimore William Winchester was elected president, to succeed the late W. W. Taylor.

The investment committee of Wake Forest College, at Wake Forest, N. C., has made arrangements to purchase $50,000 worth of bonds of the Caraleigh Cotton Mills, and has sold the same amount of bonds of the New Haven & Derby Railroad. The committee believes that the Southern investment is superior to that in the railroad, which is located in Connecticut.

The April Ladies' Home Journal opens with a drawing by Alice Barber Stephens of an Easter morning in a church choir. Several other illustrations also take the great festal day for a theme, and an article on "The Last Week in the Life of Christ," giving the incidents of the Saviour's persecution and crucifixion, is especially apropos of Holy Week. Julia Magruder's novelette, "A Heaven-Kissing Hill," is begun in the Easter Journal; it is the romance of one of the most beautiful of New York's belles and a talented young artist. Robert J. Burdette's "Mending Basket" is filled with the spirit of his homely philosophy, and "Why the White Farm Failed" is quite as humorous in another vein. "A Cabinet Member's Wife's" letters are continued, and another view of "Inside of a Hundred Homes" is given.

Governor Bloxham, of Florida, has requested the government to make a survey of the sponge grounds of the State, with a view to the extension of the industry of growing and gathering sponges.

Mr. Thomas Fields, of Dallas, Texas, in an interview with the News, of that city, believes that Dallas is the proper site for the largest cotton mill in the world.

TABLE OF CONTENTS.

EDITORIAL: Page.
William H. Edmonds 165
No Sectionalism Here 165
Cotton in Bond 165
Wants to Burn Us 166
A Legislative Millennium 166
A Logical Sequence 166

On the Gulf Coast 166
Of Advantage to Louisville 166
Senseless Hostility to Corporations 167
Industrial News from Birmingham 167
Rights of Railroads 167

RAILROAD NEWS:
Monroe & Natchitoches Project 168
Benefit of Railway Systems 168
Illinois Central Improvements 168
The Virginia Roads 168
The Railroad Army 168
Norfolk & Ocean View 168
A Friend of New Orleans 168
A Possible Purchase ..... 16[illegible]
To Increase Kanawha Coal Output ..... 16[illegible]
Sale of Columbia & Maryland 168
Improvements to a Steamer 169
Railroad Notes 169

Grain from Galveston 169

TEXTILES:
Compared by an Expert 169
For a Textile Department 169
Cotton as Collateral 169
Will Advance to Mills 170
Ginning Egyptian Cotton 170
The Cotton Movement 170
Invitation to Capital 170
New England's Future 170
Relief for the Planter 170
Textile Notes 170

Iron Markets 170

PHOSPHATES:
Phosphate Markets 170
Phosphate and Fertilizer Notes 170

LUMBER:
Lumber Market Reviews:
Baltimore 171
Charleston 171
Savannah 171
Mobile 171
Lumber Notes 171

MECHANICAL:
Saw and Dado Machine (Illus.) 172
The "Miami" Gas or Gasoline Engine (Illus.) 172
Steam Trap that Pumps Water (Illus.) 172
Double-Roll Feed Press (Illus.) 172

To Sustain the South's Credit 173

COTTONSEED OIL:
The Market for Cottonseed Products 173
Cottonseed-Oil Notes 173

CONSTRUCTION DEPARTMENT:
New Enterprises 174
Building Notes 175
Railroad Construction 176
Machinery Wanted 177

Trade Notes 177
Trade Literature 177
A Successful Banking House 177
Jottings at the Ports 178

FINANCIAL NEWS:
Mr. John W. Fries on Banking 178
New Securities 178
New Corporations 178
Dividends and Interest 178
Financial Notes 178

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New Line of Dyeing Colors.—It has been a problem with the manufacturers of cotton goods to find some method by which direct colors could be made fast to soaping and prevented from bleeding into the white while milling. A. Klipstein & Co., of New York city, are offering a line of direct browns and blacks which, after being treated with a new developing salt, are fast and will not, it is claimed, stain the white when washed in a strong solution of soap and soda ash. These new colors are not at all expensive and compare favorably in cost with "Cutch" and "Logwood," at the same time possessing the valuable property of fastness.

The New Observation Cars Between Baltimore and Pittsburg on the Baltimore & Ohio Railroad.

The new observation cars "Undine" and "Bianca" on Trains Nos. 5 and 6, the New York and Chicago Limited trains on the Baltimore & Ohio R. R., are the latest cars of this pattern from the Pullman shops. They are magnificently furnished with splendidly equipped buffet, parlor, stateroom and observation end. The observation platform is a special feature. It is six feet deep, with extended roof, the sides being protected by large plate-glass windows. Passengers can enjoy the magnificent scenery on all sides in perfect comfort. The buffet is ever ready to supply light refreshments, and dining cars en route serve full meals. The cars are the handsomest ever built by the Pullman Company, and will be run daily between Baltimore and Pittsburg on the trains mentioned.

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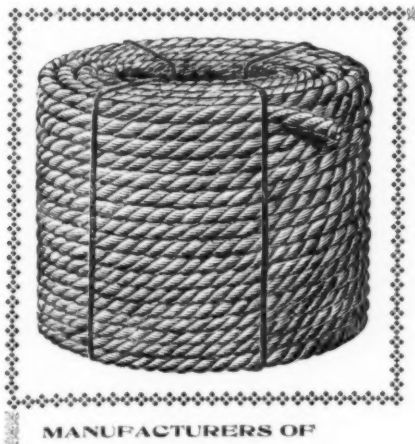

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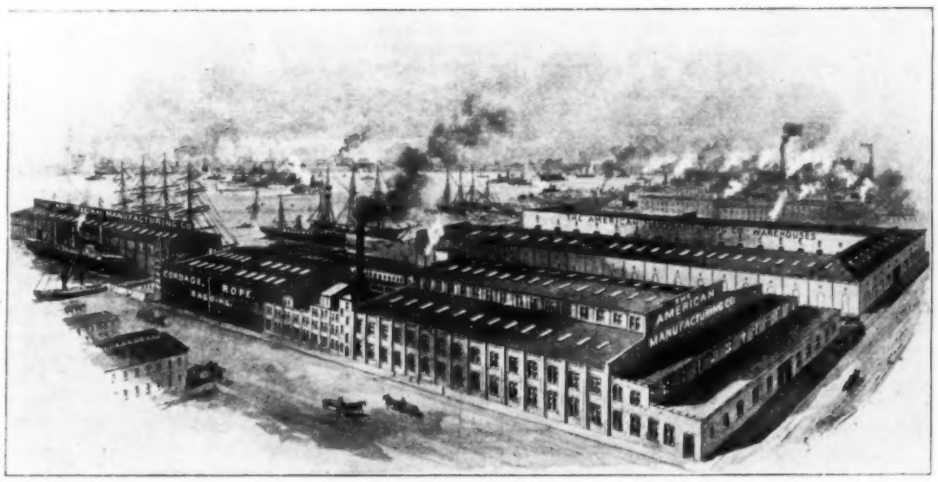

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Alphabetical Index of Advertisers.

For "Classified Index" see pages 3, 5 and 7.

A

A. B. C 26
Aetna Standard Iron & Steel Co.... 48
Alabama Bridge & Boiler Co..... 9
Alabama Foundry & Machine Wks. 27
Albany Steam Trap Co. 9
Alber & Byrne..... 6
Albro, E. D., Co..... 39
Alexander Bros..... 10
Alford, A. G., Sporting Goods Co.. 8
Alpha Paint & Mineral Co 26
Alsing, J. R., Co., Inc..... 44
American Balance Slide Valve Co. 24
American Cotton Oil Co..... 38
American Diamond Rock Drill Co. 45
American Engine Co..... 28
American Impulse Wheel Co of N.Y 43
American Mfg. Co 179
American Ship Windlass Co..... 19
American Supply Co..... *
American Woodworking Mch. Co. 30
Ames Iron Works..... 14
Andersen, J., Jun. & Co 27
Andrews, A. H., & Co..... 29
Andrews, Perry, & Bro..... 41
Apollo Iron & Steel Co..... 24
Armitage Mfg. Co..... 35
Atkins, E. C., & Co..... 31
Atlanta Envelope Co..... 28
Atlanta Terra Cotta Co..... 9
Austin White Lime Co..... 6

B

Babcock & Wilcox Co..... *
Baeder, Adamson & Co 9
Bailey-Lebby Co 44
Bailey, John T., & Co..... 24
Bair, W. B..... 26
Baldwin Locomotive Works..... 13
Ball Engine Co..... 15
Baltimore, Chesapeake & Richmond Steamboat Co..... 40
Baltimore Engraving Co..... ‡
Baltimore & Ohio R. R..... ‡
Baltimore Steam Packet Co..... 40
Baltimore Storage & Light. Co..... 40
Barber Asphalt Paving Co..... 25
Barnes, W. F. & John, Co..... 9
Barnett, G. & H., Co. 48
Basshor, Thos. C., & Co..... 28
Bates', James, Sons..... 9
Bayer, Henry, & Son..... 28
Beach, H. L..... *
Beckley, A. J., & Co..... 9
Benjamin Iron & Steel Co..... 28
Berryman, James..... 17
Bertsch & Co..... 34
Besly, C. H., & Co..... 48
Bird, Wm. M., & Co..... 6
Birmingham Boiler Works..... 9
Bliss Co., E. W 34
Block-Pollak Iron Co 28
Boomer & Boschert Press Co..... 25
Boone, J. B 26
Boston Belting Co..... 11
Bowe, N. W..... 27
Bradford Belting Co..... 11
Bradford's Detective Agency 25
Bradford Mill Co..... 12
Bradley Pulverizer Co..... 45
Bradstreet's Mercantile Agency.... ‡
Branson Machine Co..... 38
Brickenstein, L. B..... 9
Brooks, T. H., & Co..... 34
Broomell, Schmidt & Co., Ltd..... 19
Brown-Bierce Co..... 40
Brown Hoisting & Con. Mch. Co... 32
Brown, Lucius P..... 6
Buckeye Engine Co..... 14
Buckeye Iron and Brass Works ... 38
Buffalo Forge Co. 48
Bureau of Freight and Transportation, Charleston, S. C..... 24
Burr Manufacturing Co..... 9
Bush, T. J..... 26
Bushnell, G. H., Press Co 36
Byers, Jno. F., Machine Co..... 32

C

Cady, C. N..... 33
Caldwell, H. W., & Son Co..... 4
Calera Lime Co 6
Cameron, A. S., Steam Pump Wks.. 41
Cameron & Barkley Co..... 44
Capital City Machine Works..... 8
Carborundum Co..... 8
Card Electric Co..... 46
Cardwell Machine Co..... 38
Carlin's, Thomas, Sons 28
Carnell, George 39
Caroline Iron Works..... 44
Carver Cotton Gin Co..... 38
Case Mfg. Co..... 32
Castner, Curran & Bullitt..... 10
C. & B. Line..... 40
Chairman Water Wks. Committee. 25
Chambersburg Engineering Co.... 30
Chance, G. W..... 6
Chance, G. W., & Co..... 27
Chapman, Wm. A., & Co. 6
ChapmanValve Mfg. Co 43
Charlotte Machine Co..... 37
Chattanooga Fdy. & Pipe Works.. 48
Chattanooga Machinery Co..... 29
Chattanooga Steel Roofing Co..... 34
Chesapeake Belting Co..... 10
Chester Steel Castings Co 13
Chicago Belting Co..... 11
Christiana Machine Co..... 43
Chrome Steel Works..... 13
Cincinnati Corrugating Co. 35
Cin., Hamilton & Dayton R. R..... 40
Cincinnati Safe & Lock Co..... 38
Clark, W. J., Co..... 44
Clayton Air Compressor Works... 48
Cleveland, Lorain & Wheeling Ry. ‡
Cleveland Wire Spring Co..... 25
Climax Mfg. Co..... 13
Coburn Trolley Track Mfg. Co.... 10
Cohoes Iron Fdy. & Mch. Co..... 37
Columbia Water Power Co..... 27
Columbus (Ga.) Board of Trade... 26
Columbus Machine Co..... 16
Commercial Electric Co..... 46
Commercial Wood & Cement Co. 6
Consolidated Steel & Wire Co..... 33
Contractors' Plant Mfg. Co., Ltd... 32
Cordesman Machine Co 29
Cordesman, Meyer & Co..... 30
Cornman Co 28
Cortright Metal Roofing Co..... 35
Cotton Journal Co..... 25
Covert Mfg. Co..... 48
Cox, Justice, Jr..... 25
Crompton & Knowles Loom Wks. 4, 37
Cronk Hanger Co..... 10
Crosby Steam Gage & Valve Co ... 18
Crouse-Hinds Electric Co..... 47
Curtis & Marble Machine Co..... 37
Cutler Mfg. Co..... 9
Cypress Lumber Co..... *

D

Dallett & Co..... 28
Dana, W. K..... 26
Davis & Egan Mch. Tool Co..... 12
Davis Coal & Coke Co..... 2
Davis, Franklin F..... 29
Davis, G. M., & Son ..... *
Dean Bros. Steam Pump Works.... 41
De Loach Mill Mfg. Co..... 29
Dempwolf, C. H., & Co..... 44
Dessau, S., Co..... 45
Detroit Lubricator Co 9
Disston, Henry, & Sons..... 31
Dixon, Jos., Crucible Co..... 48
Donald..... 26
Dopp, H. Wm., & Son..... 38
Dow Wire Works Co..... 8
Draper Co..... 36
Draper Machine Tool Co..... 12
Dufur & Co..... 8
Dunbar, R., & Son 44
Dunning, W. D..... 25

E

Easton & Burnham Machine Co... 37
Eccles, S., Jr..... 39
Egan Co..... 31
Electrical Engin'ring & Supply Co. 47
Ellis & Helfenberger..... 8
Empire Paint & Roofing Co..... *
Engineering News Publishing Co. 8
Ennis, C. W..... 26
Epping-Carpenter Co..... 13
Erikson, Edward E..... 6
Etting, Edward J. 25
Eureka Fire Hose Co..... 10
Everson, B. M..... 28
Exchange Banking & Trust Co... 25

F

Fairmount Machine Co..... 37
Farquhar, A. B., Co., Limited..... 29
Fay, J. A., & Co..... *
Fay Manilla Roofing Co..... 35
Featherstone's, John, Sons..... 20
Fernandina Oil & Creosote Works. 39
Fifield Tool Co..... 12
Fitz-Hugh & Co..... 28
Foos Gas Engine Co..... 16
Foos Mfg. Co..... *
Forbes, W. D., & Co..... 15
Forsaith, S. C., Machine Co..... 12
Fort Wayne Electric Corporation.. 47
Fossick Co., T. L..... 6
Fox Portable Elevator & Rack Co. 22
Freese, E. M., & Co..... 39
French, Saml. H., & Co..... *
Frick Co..... 15
Froehling, Dr. Henry..... 6
Frontier Iron Works..... 16
Fuel Economizer Co..... 20
Funkhouser, Saml 26

G

Galt, John, & Sons..... 35
Gandy Belting Co..... 11
Garrett-Buchanan Co..... 35
Garrett, C. S., & Son..... 35
Gary, James A..... 25
Gedge Bros. Iron Roofiong Co.. ... 35
General Fire Extinguisher Co..... 9
Gilbert, C. M., & Co..... 6
Glaskin, George F., & Co..... 6
Globe Machine Works 9
Golden's Foundry & Machine Co.. 10
Gowdey, J. A., & Son..... 36
Graphite Lubricating Co..... 13
Grasty, Robt. Ware..... 27
Gregory Co., Chas E 28
Griffing, A. A., Iron Co 4
Grosse, L., Art Glass Works..... 34
Guilfoux & Blanc 6

H

Haines, Jones & Cadbury Co..... *
Haines, William S., Co..... 4
Hairston, Frank C 26
Hales & Ballinger..... 6
Hall Steam Pump Co..... 41
Hambleton & Co..... 179
Hammacher, Schlemmer & Co..... 9
Hanahan, J. Ross 6
Hansell Spring Co..... 13
Hanson & Van Winkle Co. 39
Harrington & King Perforat'g Co.. 4
Harrisburg Mfg. & Boiler Co..... 16
Hartford Steam Boiler Inspection & Insurance Co 19
Hartley's Boiler Works..... 18
Hartzell Novelty Works..... 25
Hayden, J. M., & Co..... 10
Hazard Mfg. Co..... 33
Help Wanted..... 40
Hemphill, F. B..... 27
Hench & Dromgold..... 30
Hendrick Mfg. Co., Limited..... *
Hickman, Williams & Co..... 28
Hiertz, Theo., & Son..... 13
High Point Machine Works... .. 14
Hirsch, L. K..... 28
Holder, T. J 25
Holmes, E. & B., Machinery Co... 30
Holmes Fibre Graphite Mfg. Co... 13
Holt, E. J 27
Holt, S. L., & Co..... 28
Homer, F. E., & Co..... 47
Hoopes & Townsend..... 39
Howard, B. C..... 6
Howes, S., Co..... 45
Huther Bros..... 29
Hutton Engineering Co..... 6

I

India Alkali Works..... 36
Ingersoll-Sergeant Drill Co..... 24
International Corres. Schools..... 6
International & Gr. Northern Ry... ‡
Interstate Law Association..... 27

J

Jackson Mfg. Co..... 38
Janney & Steinmetz..... 32
Jeanesville Iron Works Co., Inc.... 41
Jeffrey Mfg. Co..... 23
Jenkins Bros..... 48
Jewell Belting Co..... 10
Johns, H. W., Mfg. Co..... 35
Johnson, Edwin Lehman 26

K

Keeler, E., Co..... 15
Kelly, O. S., Co., The..... 45
Kelly & Jones Co..... 17
Kendrick Valve & Washer Co..... 43
Kennedy, F. A 27
Keystone Crusher & Roller Co.... 45
Keystone Drop Forge Co 8
Kiechler Mfg Co 20
Kilbourne & Jacobs Mfg. Co..... 2
Kilburn, Lincoln & Co..... 37
Klipstein, A., & Co..... 38

L

Lambert Gas & Gasoline Eng. Co. 39
Lambert Hoisting Engine Co..... 14
Lane Manufacturing Co 30
Lathbury, Spackman & Bache..... 6
Lawrence, W. W., & Co..... 23
Leffel, James, & Co..... 15
Lehigh Valley Brass Works..... 17
Lewis, H. F., & Co., Ltd..... 36
Lidgerwood Manufacturing Co.... 32
Link-Belt Engineering Co..... 23
Lobdell Car Wheel Co..... 33
Lombard Iron Wks. & Supply Co... 16
Lowell Machine Shop..... 36
Lowell Textile School 8
Ludlow-Saylor Wire Co..... 8
Ludlow Valve Mfg. Co..... 43
Lunkenheimer Co..... 48
Lyon, A. I., & Co. ..... ‡

M

Macfarren, S. J..... 6
Main Belting Co..... 10
Makepeace, C. R., & Co 6
Marion Steam Shovel Co..... 2
Martin, Hy., Brick Mch. Mfg. Co.. 39
Maryland Casualty Co..... 179
Maryland Cement Co 6
Maryland Mfg. & Construction Co. 19
Maryland Trust Co 179
Mason Machine Works 36
Mason Regulator Co..... 41
McCabe, J. J..... 28
McClave, Brooks & Co 16
McClure, J. H., & Son..... 26
McCoy, Joseph F., Co..... *
McCully, R..... 44
McDonald, John, & Sons..... 6
McGowan, John H., Co..... 41
McKenna, David..... 34
McLanahan & Stone..... 44
Mead, Y. A., Cycle Co..... 40
Mecklenburg Iron Works..... 44
Means & Fulton Iron Wks..... 15
Mercantile Trust & Deposit Co.... 179
Merchants & Miners' Transp. Co... 40
Meyer Dr. Otto..... 6
M. F..... *
Middendorf, Oliver & Co 179
Middletown Machine Co..... 16
Milburn, Frank P..... 6
Miles, Franklin S 9
Miller Bros. & Co..... 6
Mitchell Tempered Copper Co 47
Mitshkun, M., & Co..... 28
Monroe Ry. & Construction Co.... 25
More, Jones & Co..... 9
Morgan Spring Co..... 9
Morse Elevator Works..... 29
Morse Twist Drill & Mch. Co..... 12
Mueller, H., Mfg. Co. 43
Muirhead, John, & Sons..... 45
Muirhead Machine Works..... *
Mundt & Sons..... 44
Munson Bros. 8
Murphy, John, & Co..... 9
Murray Iron Works Co..... 14
Murray, James, & Son 44

N

National Paint Works..... 23
National Pipe Bending Co..... 19
National Roofing & Supply Co..... 35
New Atlantic Hotel..... 39
Newburg Ice Mch. & Engine Co... 18
New Columbus Bridge Co..... 35
New England Railroad..... 25
N. J. Car Spring & Rubber Co..... 11
New Jersey Zinc Co..... 23
Newport News Shipbuilding & Dry Dock Co..... 15
New Rapid Dry Kiln Co..... 29
Newton Hosiery Mill..... 26
New York Equipment Co 27
Niagara Machine & Tool Works... 34
Nicholson File Co..... 48
Nordyke & Marmon Co..... 9
Norrish, Burnham & Co..... 43
North American Metaline Co..... 32
North American Trust Co 179
Northern Electrical Mfg. Co..... 24
Norton, C. H..... 25
Norton Emery Wheel Co..... 8

O

Ober Lathe Co. 30
Otto Gas Engine Works ..... *

P

Pancoast, Henry B., & Co..... 39
Parkhurst Bros. & Co..... 9
Paxson, J. W. Co..... 9
Peacock, Geo..... 27
Peck-Hammond Co 38
Penberthy Injector Co..... 48
Pettee Machine Works..... 37
Phila. Machine Screw Works..... 8
Philadelphia Steel Roofing Co..... 35
Phœnix Glass Co..... 22
Pittsburg Feed-Water Heater & Engineering Co..... 17
Pittsburg Locomotive Works..... 13
Pittsburgh Plate Glass Co..... 35
Playford Stoker Co..... 18
P. O. Box L..... 26
Pomona Terra Cotta Co..... 9
Pope Mfg. Co..... 39
Porter, H. K., & Co..... 13
Poulterer & Co..... 28
Powhatan Clay Mfg. Co..... 25
Praray Chas. A. M., & Co..... 6
Pratt, N. P., Laboratory..... 6
Pratt & Whitney Co..... 12
Price & Co 27
Price & Heald..... 27
Priestman & Co., Inc..... 20
Proudfit, Alexander 26
Providence Machine Co. 37
Pulsometer Steam Pump Co..... 41

Q

Queen City Printing Ink Co..... 40
Queen City Supply Co..... 17

R

Radford, Va., Board of Trade..... 26
Rand Drill Co..... 43
Rawson Electric Co..... 47
Record Printing House ..... ‡
Reed, F. E., Co 12
Reid, Thorburn 6
Reliance Gauge Co..... 15
Remington Machine Co..... *
Reuter & Mallory..... 28
Rhoads, J. E., & Sons..... 11
Riley's, John F., Machine Works.. 28
Riter-Conley Co..... 6
Roanoke Navigation & Water Power Co..... 26
Robbins & Myers Co 47
Robertson, Jas. Mfg. Co..... 44
Robins, A. K., & Co..... 9
Robinson, J. M., & Co..... 33
Robinson, Wm. C., & Son 19
Robinson & Orr..... 28
Rossendale-Reddaway Belting & Hose Co..... *
Royal Bag Mfg. Co..... 39
Ruger, T. W., Mfg. Co 16
Russell & Co..... 45

S

Sabel Bros..... 27
Samson Steel Belt Hook Co 24
Samuel, Frank 28
Sanderson, John..... 6
Saunders', D., Sons..... 13
Schieren, Chas. A. & Co 11
Schneider & Trenkamp Co 20
Schneider Mfg. Co..... 10
Scott & Williams..... 37
Scranton Corundum & Emery Wheel Works..... 8
Secretary Chamber of Commerce.. 26
Seidel, R. B..... 4
Seidel, R. D. 48
Shawhan-Thresher Electric Co.... 47
Shields, W. H..... 26
Simpson, H. P..... 48
Simpson, J. S. & G. F 45
Sinclair, S. H., Co..... 23
Situations Wanted..... 40
Skinner Chuck Co ..... *
Slatington-Bangor Slate Syndicate. 48
Smethurst & Allen 47
Smith-Courtney Co 9
Smith, E. M..... 26
Smith, H. B., Machine Co..... 29
Smith, S. Morgan, Co 41
Smith & Kilby Co 28
Snow Steam Pump Works 41
South Bend Spark Arrester Co 9
Southeastern Lime & Cement Co.. 6
Southern Expanded Metal Co..... 35
Southern Fdry. & Mch. Works 27
Southern Iron & Equipment Co 28
Southern Railway Co. 40
Southern Real Estate Exchange... 27
Spear's, Alden, Sons & Co 23
Springfield Gas Engine Co..... 16
Sprout, Waldron & Co..... 8
Stafford, F. M., & Co..... 179
Standard Coal Co..... 10
Standard Oil Co..... 35
Standard Paint Co..... 35
Standard Saw Mill Machinery Co.. 30
Standard Scale & Supply Co., Ltd.. 25
Stanley Electric Mfg. Co..... 47
Starr, B. F., & Co..... 8
Steamship..... 27
Stebbins, Wallace..... 15
Steel Rail Supply Co..... 28
Steele, J. C., & Sons..... 48
Sterling Emery Wheel Mfg. Co.... 12
Stevens', H., Sons Co..... 48
Stewart, James & Co..... 6
Stiles, E. S., Press Co., The..... 33
Stilwell-Bierce & Smith-Vaile Co. 41, 43
Struthers, Wells & Co..... 15
Stuebner, G. L., Iron Works..... 33
Sturtevant, B. F., Co..... 13, 37
Sturtevant Mill Co ..... *
Sullivan Machinery Co..... 45

T

Tanite Co ..... *
Taylor, A. W., Land & Lumber Co. 27
Taylor, James Knox. 25
Thayer, J. A., & Co 27
Thompson, J., & Sons, Mfg. Co 16
Thompson & Bushnell..... 15
Toledo Machine & Tool Co..... 33
Toomey, Frank..... 28
Tower & Wallace..... 6
Trenton Iron Co..... 32
Trevor Mfg. Co..... 29
Triumph Electric Co..... 46
Tudor Boiler Mfg. Co..... 16

U

Union Iron Works Co..... *
United Electric Improvement Co.. 46

V

Valdosta Foundry & Machine Co.. 24
Valk & Murdoch Iron Works..... 16
Vanduzen Co., E. W 41
Viaduct Brass Works 16
Vitrified Wheel Co..... 29
Vulcan Works..... 38

W

Walker & Allan..... 33
Walker & Elliott..... 44
Warren Chemical & Mfg. Co..... 34
Watkins & Hardaway..... 6
Watson, Benjamin..... 27
Webster, Warren, & Co..... 8
Weir Frog Co 27
Wells Light Mfg. Co..... 22
West Mfg. Co..... 34
Western Electric Co..... 37
Western Electrical Supply Co..... 4
Western Maryland Railroad..... ‡
Westinghouse Air Brake Co 2
Westinghouse Elec. & Mfg. Co.... 46
Westinghouse Machine Co..... 18, 28
West Pascagoula Creosote Works. 39
Wetherill, Kobt., & Co..... 17
Whaley, W. B. Smith, & Co..... 6
Whitinsville Spinning Ring Co.... 36
Whitney, Baxter D 31
Willcox, W. A..... 27
Wilkinson Mfg. Co 18
Williams Bros..... 41
Williams, Haskins, & Co..... 27
Williams, I. B., & Sons..... 11
Williams, J. H., & Co..... 20
Williams, John L., & Sons..... 179
Williams & Schmid..... 34
Willis, E..... 27
Wilson Laundry Machinery Co.... 23
Wolf Co., The..... 24
Wolf Co., Fred. W..... 20
Wood, R. D., & Co..... 20
Worthington, Henry R..... 24
W. P. H 27
Wright Co., The..... 12
Wrightsville Hardware Co..... 24
Wyckoff, Seamans & Benedict..... 9

Y

York Mfg. Co..... 21

Z

Zier & Co., M..... 9

Ads. marked thus * appear every other week.
Ads. marked thus † appear in first issue of each month.
Ads. marked thus ‡ not in this issue.

PROPOSALS.

THE County Commissioners of Pulaski County, Georgia, desire to purchase for courthouse windows, inside blinds; best material and latest styles wanted. For further information address T. J. HOLDER, Clerk, Hawkinsville, Ga.

BIDS WANTED.—PROPOSALS for supplying the City of Rock Hill with water will be received for thirty days from this date by the Water-Works Committee, of the City of Rock Hill, S. C. The water furnished to be taken from Artesian or Deep Wells. The City of Rock Hill agrees to rent forty or more hydrants for a term of twenty years, and will give an exclusive franchise for a period of twenty years to the company supplying the water. Specifications and full particulars will be furnished by the Committee who reserves the right to reject all bids. Address CHAIRMAN WATER-WORKS COMMITTEE, Rock Hill, S. C. March 10, 1898.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., March 22, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 27th day of April, 1898, and opened immediately thereafter, for all the labor and materials required for the Interior Finish, Plumbing, Gas Piping and Approaches for the U. S. Courthouse, Postoffice, etc., at Savannah, Ga., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Savannah, Ga. JAMES KNOX TAYLOR, Supervising Architect.

PROPOSALS FOR FURNISHING REGISTERED PACKAGE, TAG, OFFICIAL AND DEAD-LETTER ENVELOPES.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., March 26, 1898.

SEALED PROPOSALS are invited, and will be received at this Department until 12 M. on Thursday, the 5th of May, 1898, for furnishing such Registered Package, Tag, Official, and Dead-Letter Envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginnning on the first day of July, 1898.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing Registered Package, Tag, Official, and Dead-Letter Envelopes," and addressed to the Third Assistant Postmaster General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

Blank forms of proposal, with full specifications and samples of the envelopes will be furnished upon application to the Third Assistant Postmaster General.

JAMES A. GARY,
Postmaster General.

PROPOSALS FOR FURNISHING ENVELOPES FOR THE SEVERAL EXECUTIVE DEPARTMENTS DURING THE YEAR ENDING JUNE 30, 1899.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., March 26, 1898.

By the 96th Section of the Act of Congress approved January 12, 1895, it is made the duty of the Postmaster General to contract for all Envelopes, both plain and printed, to be used "by his own or other Departments."

Under this authority proposals are hereby invited and will be received at this Department until 2 P. M., on Thursday, the 5th day of May, 1898, for furnishing such Envelopes as the several Executive Departments in Washington may require during the year ending June 30 1899.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing Envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster General, Washington, D. C. Bids to be delivered in person must be handed in at or before the hour above named; otherwise they will not be considered.

Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster General.

JAMES A. GARY,
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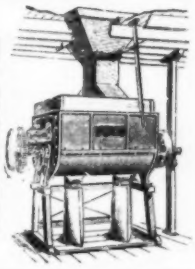

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TO THE TRADE:

The Publishers of THE COTTON GINNERS' JOURNAL beg to announce the completion, with the March number, of the first year of the publication. The Publishers also utilize this opportunity to express appreciation of the kindly reception THE JOURNAL has met at the hands of its reading and advertising clientage and the public generally. To mark the opening of the second year the April number will have a circulation of 30,000 copies, reaching all Cotton Ginners, Cotton Oil Mills, Compresses, Spinneries, and many leading Cotton Growers in the Cotton States.

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April number goes to press April 25. Advertising matter can be handled up to April 23.

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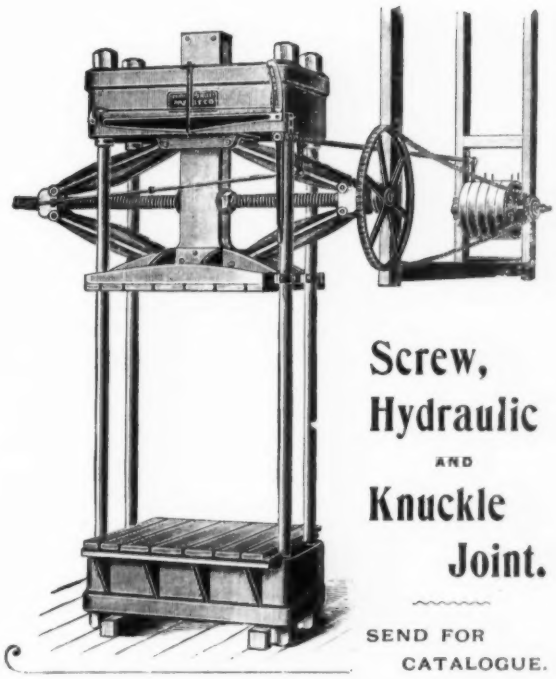

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Established Manufacturing Center.
Large Operative Population. Temperate Climate.

Columbus Was Incorporated in 1829 and Has Never Had An Epidemic.

Free Mill Sites, either in or just without the corporate limits. No Strikes.
Lowest Tax Rate of any Georgia County.
No Oppressive State Legislation.
Seven Railways. Five Steamboat Lines.
Low Freight Rates.
Electric Belt Line. Electric Street Cars.
Minimum Cost of all Building Material.
Public Day, Night and Kindergarten Schools.
Handsome Churches and Public Library.
A Refined and Progressive Citizenship.

The Coming Great Manufacturing Metropolis of Georgia and the South. - - - - -

ADDRESS L. H. CHAPPELL, Mayor, or
RHODES BROWNE, Secretary
Columbus Board of Trade,
COLUMBUS, GA.

In the Circuit Court of the United States, for the Eastern Division of the Southern District of Georgia.

MERCANTILE TRUST & DEPOSIT CO. OF BALTIMORE, TRUSTEE, COMPLAINANT, Versus THE BRUNSWICK LIGHT & WATER COMPANY. — In Equity. Bill, etc.

Under a final decree rendered in the above case on the 12th day of March, 1898, by the Honorable United States Circuit Court for the Eastern Division of the Southern District of Georgia, notice is hereby given that any and all persons entitled to share in the distribution of the proceeds of the properties, assets and franchises of the Brunswick Light & Water Co., which were sold under a decree of said Court passed on the 12th day of May, 1897, to present their demands for payment of the respective amounts to be paid thereon to the undersigned as Master Commissioner, Macon, Georgia, by the 15th day of April, 1898.

For further information, reference is made to the decrees in said case of the dates above stated.

ALEXANDER PROUDFIT,
Master Commissioner.

FOR SALE.

One of my clients who desires to give to his bank his entire attention, which is now divided between banking and cotton-oil manufacture, wishes to sell

A 25-Ton Cotton Oil Mill

new, well located, latest and most improved machinery, Modern Gin and Equipment; also Fertilizer Plant; everything in first-class order; rate of insurance 1½ per cent. Address

EDWIN LEHMAN JOHNSON,
FORT HILL, S. C.

RADFORD, Virginia.

Parties desiring to start new enterprises or change location, are invited to investigate Radford, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry. at junction of Columbus, O., and Pocahontas Coal Fields divisions, as well as Southern connection via Knoxville, Tenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other manufactures.

Responsible parties are offered inducements, including no city taxes for five years. Address

G. T. KEARSLEY,
Secretary Board of Trade,
RADFORD, VA.

WILMINGTON. N. C.

The Place for Factories.

Central location between extreme North and South. Climate perfect. City very healthy. Surrounded by the most productive cotton and rice plantations and truck farms. One lives cheaply in Wilmington and consequently labor is cheap also. Our city is the best situated on the South Atlantic Coast for factories of all descriptions, it has the lowest freight rates in the entire timber and cotton belt. Our cotton mill runs day and night, **and new factories are exempt from taxation for ten years.**

For further information write to the
SECRETARY of Chamber of Commerce.

A Good Chance for a Cotton Factory.

30 acres with ample buildings, one 100-horse-power steam engine and boiler. The above property is all new and is known as the Shreveport Fair Grounds. Address

E. M. SMITH, Shreveport, La.

Alabama Coal Lands.

8000 acres coal lands in Alabama for sale at **very** low price, address

T. G. BUSH, Anniston, Ala.

Horse Power for Sale or Lease.

Manufacturers who are contemplating removing their plant or establishing a branch factory are invited to investigate the superior advantages possessed by the

Roanoke Navigation & Water Power Co.

The third largest power in the United States, situated at WELDON, N. C., at the junction of the Seaboard Air Line and Atlantic Coast Line.

2000 HORSE POWER NOW READY for immediate use and capable of development to almost any extent, situated at the head of navigation of Roanoke River and junction of Atlantic Coast Line and Seaboard Air Line, INSURING FIRST-CLASS SHIPPING FACILITIES TO ALL POINTS AND LOW FREIGHT RATES. Absolutely free from interference by high water.

Good manufacturing sites for various industries are available. **2,000,000** brick on hand and a yard sufficiently large to supply any demand. Weldon is in the centre of the RICHEST COTTON LAND IN THE SOUTH, **200,000** BALES COTTON BEING PRODUCED ANNUALLY.

This section is RICH in TIMBER and WOOD for manufacturing purposes, as well as for making acetate of lime of potash. Boats using 3½ feet water can go up the river from our power site for 30 miles, developing a valuable timber country that has not been penetrated.

FOR THE ESTABLISHMENT OF AN ICE FACTORY no better location can be found, having a territory of a radius of 50 miles, containing a population of 400,000

LABOR is INTELLIGENT, ABUNDANT and CHEAP. ALL DESIRABLE and NEEDED ADVANTAGES.

Our power can be bought or leased at reasonable rates. Will take pleasure in answering all requests for detailed information. Address

Roanoke Navigation & Water Power Co.
JAS. W. WILSON, Prest. & Gen. Mgr.
WELDON, N. C.

FOR SALE.

Complete Knitting Mill

Machinery Outfit.

Capacity about 400 dozen a week of misses and ladies ribbed hose and men's half hose. All necessary dyeing machinery, building, etc. Located in a growing town with good railroad facilities, cheap labor, fuel, etc. Will be sold privately, or if not sold by May 2d, will be sold at auction that day. For further information address

NEWTON HOSIERY MILL,
NEWTON, N. C.

VALUABLE COTTON MILL FOR SALE.

The undersigned offers for sale the
ROSALIE MILLS COMPANY'S PROPERTY
at Natchez, Miss.,
including buildings, tenements and machinery.
Production 3000 pounds per day.
Machinery of latest design and in first-class order.
Address for particulars and terms

W. H. SHIELDS,
Natchez, Miss.

FOR SALE.

TWO ACRES OF LAND

with 5-room dwelling; mill and gin house, 30x70, two stories; 55 H. P. engine and boiler; two 36-in. Nordyke mill under-runners, capacity 750 bus. good meal in 24 hours; four 60 saw gins and Thomas steam press, with all modern improvements, capacity 30 bales in 10 hours; side track at Georgia railroad depot.

Property originally cost $7000. All in first class condition. Correspondence invited.

C. W. ENNIS,
Milledgeville, Ga.

FOR SALE.

Complete New Hosiery Mill Machinery Outfit.

Capacity over 100 dozen a day. Has not been run two years. Cost $14,000. Will sell for $8000 cash. Apply to

W. K. DANA, Westbrook, Maine.

Southern Cotton Mill WANTED.

A practical cotton manufacturer would buy one-half interest in a cotton cloth or yarn mill of five to ten thousand spindles. Or would arrange with a company having a good mill with latest make of machinery who are in need of financial assistance to loan the amount needed, interest and security being satisfactory, and take management of mill during time of loan.

Address **A. B. C.**, care of this paper, giving full description of property; also price.

State make of machinery and how long in use.

RARE OPPORTUNITY.
FOR SALE.

An Up-to-Date **Foundry & Machine Shop,**

AT ROME, GA.

Owing to the death of the owner, and the consequent necessity of winding up the estate for distribution, the J. A. George Foundry and Machine Works, of twenty years' standing, with an established and remunerative patronage, are offered for sale at a bargain. The business is now being run successfully by the administrator of the estate.

Address for price, terms and particulars.

SAM'L FUNKHOUSER, Administrator,
ROME, GA.

WANTED.

A First-Class Canning, Pickling and Preserving Factory.

Unlimited supply of raw material.
Ten thousand acres in fruits and gardens.
Center of Gulf Coast Fruit Belt.
Located midway between Houston and Galveston, Texas.
A fine manufacturing point.
Best shipping facilities.
Correspondence solicited.
Address

W. B. BAIR, Sec'y
Alvin Business League,
ALVIN, TEXAS.

RECEIVER'S SALE--Gainesville, Ga.

Finger & Shelly Shoe Factory to be disposed of.

I will sell at public outcry **on May 3, 1898,** in Gainesville, Ga., before the Courthouse door, within the legal hours of sale, provided not sooner sold at private sale, the Finger & Shelly Shoe Factory, together with all the Machinery contained therein, Boiler, Shafting, Belts, Tools, etc.

The lot is near in and fronts two streets, containing about one acre. The buildings are of wood, tin roof. The main room, 36x210 feet, with L 30x42, besides basements, office, boiler room, etc. **Capacity 600 pairs per day.**

Further information and full list of all the property will be furnished by the Receiver. Terms of sale cash, on confirmation by the Judge Superior Court. J. R. BOONE, Receiver of
Finger & Shelly Mfg. Co.

VALUABLE WATER-POWER

FOR SALE.

In the Piedmont section of North Carolina on the Southern Railway and the South Yadkin River. Full copy of engineers report sent on application.

FRANK C. HAIRSTON,
Davie Co. Fork Church, N. C.

FOR SALE.

Up-to-date Wheel Factory

in one of the best Southern cities. 5 railroads. Capacity 150 sets of wheels per day. 10,000 finished spokes per day. Best of material right at door at cord-wood prices. Address

P. O. BOX L,
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NOTICE.

We mine, manufacture, buy and sell all kinds of mineral paints, dry colors, minerals and clays. ALPHA PAINT AND MINERAL CO., 338 Bourse Building, Philadelphia, Pa.

Agency—Export.

Gentleman having ten years experience in export commission trade, conversant with Spanish, French, German and foreign market requirements, would represent manufacturers to foreign trade, or take charge of export department for A1 firm; is competent to act as resident buyer. Address "DONALD," Box 21, 1401 Third avenue, New York.

Iron Bridge FOR SALE.

Single Span Railroad Track Bridge, 150 feet long, built by Cofrode & Savlor in 1879; first-class condition to put up elsewhere. Address

J. H. McCLURE & SON,
202 Walnut Place, PHILADELPHIA, PA.

The Columbia Water Power Co.

COLUMBIA, S. C.

Has Developed 10,000 Electric H.-P., Which They Offer For Sale In Large or Small Units for Manufacturing Purposes.

The Largest Electrical Horse-Power developed in the country outside of Niagara Falls. Ample power at all seasons of the year. Free from ice in winter. More economical than steam.

COLUMBIA

Has a population of 25,000. It has educational advantages equal to any city in the country. The climate is equable and agreeable. Taxes are low and building material cheap.

Skilled Labor and Freedom from Labor Organization Interference.

Seven Railroad Systems Enter Columbia, Insuring Low Freight Rates to All Points.

THE CENTRE OF THE COTTON PRODUCING COUNTRY.

Address **Boston Office, 53 State Street, Room 608, BOSTON, MASS.**

GEO. WALLACE, Gen'l Mgr.
WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

TWO MILLIONS ACRES LAND FOR SALE.

In Alabama, Florida, Mississippi and Texas.
Dry, Healthy, Fertile and Well Timbered.
YELLOW PINE LANDS A SPECIALTY.

Apply to or address **JOHNSTON & NELSON, 241 E. German Street, BALTIMORE, MD.**

WANTED.

A PARTNER

in a well-established wagon manufacturing business, situated in a progressive Southern city of 20,000 inhabitants. $6000 buys a half interest. Money is needed to increase the plant so as to take care of increasing business.
For further information address W. P. H. care Manufacturers' Record.

FOR SALE.

Mineral, Farming AND Timber LANDS.

Can Supply following:

Asbestos Lands.	Antimony.
Baryta.	Black Cypress Poles.
Beauxite Lands.	Cement Gravel.
Chrome Iron.	Corundum Lands.
Coal Lands.	Cotton Lands.
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Fire Clay.	Fuller's Earth.
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Graphite Deposit.	Hemlock Timber Lands.
Iron Lands.	Juniper Lands.
Kaolin Mines.	Land for Colonies.
Mica Lands.	Manganese Lands.
Monazite Lands.	Marble Lands.
Nickel Lands.	Orange Groves.
Oyster Lands.	Onyx.
Phosphates, Tennessee.	Phosphates, S. C.
Phosphates, Florida.	Pine Lands.
Pasturage Lands.	Poplar Lands.
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Tin Mine.	Talc Deposits.
Truck Farms.	Timber Lands.
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White Pine Lands.	White Oak Lands.
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E. WILLIS,
CHARLESTON, S. C.

IMPROVED WATER POWER

for COTTON MILL in Central North Carolina FOR SALE. Address **E. J. HOLT, Smithfield, N. C**

AGENTS WANTED—To Sell the

"Battle Ax" Hay Press.

Latest invention, Automatic, Ball Bearing, Compound Leverage, Self Contained. No gear wheels or springs. Full circle, Simple in construction, efficient in service. Write, prices, discounts.
ALABAMA FOUNDRY & MACHINE WORKS, NEW DECATUR, ALA.

WANTED.

Machinery to Manufacture

We have a thoroughly equipped Machine shop, Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.
SOUTHERN FOUNDRY & MACHINE WORKS, FREDERICKSBURG, VA.

For Sale to Close Out Business.

26,000 ACRES OF LAND,

From 4 to 16 miles from Summerville, S. C. a noted health resort, containing long and short leaf pine, oak, hickory ash, cypress, etc. Contains excellent farming and pasture land, and is convertible into a game preserve. Also second-hand machinery in good order.
A. W. TAYLOR LAND & LUMBER CO. SUMMERVILLE, S. C.

TIMBER LAND.

21,000 Acres Virgin Forest in best timbered section of West Virginia. Experts measured off several one acre blocks on N., S., E. and W. portions of this tract, and then *measured* the timber thereon, using Scribner's Lumber and Log Book. Best acre measured 80,027 feet B. M.; thinnest acre, 19,964 feet; general average, 39,271 feet per acre, divided as follows, viz: Hemlock, 19,016 feet; Spruce, 11,358 feet; Cherry, 2,778 feet; Maple, 2,077 feet; Birch, 1,212 feet, Sugar, 948 feet; Ash, 794 feet; Beech, 818 feet, and Cucumber, 270 feet. Total amount of merchantable timber on this tract (approximated)

863,962,000 FEET.

The Title is Guaranteed to be Absolutely Perfect

Price and terms very reasonable. Sworn statement of the experts and detailed information sent upon application to **THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.**

FOR SALE.

7000 Acres of Yellow Pine Timber Lands, on the Georgia Coast.
Address W. A. WILLCOX, Darien, Ga.

ROBERT WARE GRASTY,

Attorney and Counsellor-at-Law,
EQUITABLE BUILDING,
ATLANTA, GA.

General law practice. Collections, loans, money invested, options secured and information furnished concerning Southern properties of all kinds.

Corporation Laws of West Virginia

Are the Best.

Charter is good in any state, no liability, signers furnished saving you $40, consultation free.
INTER-STATE LAW ASSOCIATION, CHARLESTON, W. VA.

Incorporate Your Business.

West Virginia Laws Most Liberal.
No Personal Liability. Non-Assessable Stock.
Plan mailed on application.
J. A. THAYER & CO., Attorneys, Charleston, W. Va.

For Sale.—COTTON MILL

Situated on Shoal Creek, in Lawrence County, Tenn., four miles from Lawrenceburg, Tenn., on the Nashville and Florence Railroad. The Mill is run by water with a fourteen foot fall. There is about 2000 acres of land, 1700 well timbered, connected with the Mill property, which can be bought at a bargain. Also 49 acres of rich land on edge of corporate limits of Nashville, Tenn., suitable for Market Garden, there is a two-story brick house in good repair on premises. For further description address
F. B. HEMPHILL,
334 W. Main Street, LOUISVILLE, KY.

Mill Wanted.

150 brl. mill wanted at Rutherford, Tenn. In centre of fine wheat country. Practically no competition. Liberal bonus to right parties. Address
F. A. KENNEDY, Sec'y, Citizens Business League.

A LARGE Steamship Co. of Northern Europe having lines in America is desirous of expanding the business of these lines by interesting a limited amount of American capital, dividends for the past twenty years have averaged over 8%. Address for information STEAMSHIP, care Manufacturers' Record.

ESTABLISHED 1879.

J. ANDERSEN JUN & CO.

(CONSUL-GENERAL.)
COPENHAGEN, DENMARK,
Agency and Commission Merchant.

Cash advanced to any amount on consignments. First-class American references.

Commissioner's Sale

of Valuable Manufacturing Property, at RICHMOND, VA.

The works of Talbott & Sons Co., with the plant and good will, which have been in operation more than 50 years, well equipped for the manufacture of engines, boilers, saw mills and machinery generally. To be sold at auction on April 28, 1898. The works are located on Cary Street, and cover about two acres of ground. For full particulars apply to
N. W. BOWE,
Real Estate Auctioneer,
RICHMOND, VA.

HIGH-GRADE LOCOMOTIVES.

New York Elevated Railroad and Brooklyn Bridge Locomotives.

These Locomotives are Standard Guage, until recently in service on the above-mentioned railroads, being suitable for use on Logging and Suburban roads, and for switching purposes.
They have been discontinued from service because of the introduction of electricity and the replacement by heavier locomotives; therefore, not offered for sale on account of their inefficiency.
They are all in thoroughly good condition, and expert examination is invited. For prices and illustrated descriptions address
BENJAMIN WATSON,
Coffee Exchange Building,
66 Beaver Street, NEW YORK CITY.

RELAYING STEEL RAILS.

FOR SALE.

One Standard guage 22-ton Porter, saddle tank, switching locomotive, cylinders 12x18; 1 standard guage 15-ton Baldwin-Forney type, 10x14; 1 3-ft. guage, 12-ton Shay geared locomotive; 1 3-ft. guage, saddle tank, 9-ton Porter, cylinders 8x12; 1 3-ft. guage, 13-ton saddle tank Porter, cylinders 10x14; 1 3 ft. Baldwin Mogul, 18-ton, cylinders 12x18; 100 tons 30-lb. iron rails in Tennessee; 250 tons 25 and 30-lb. rails in Louisiana; 20 second-hand logging cars, 3-ft. guage. Write for prices.
HASKINS WILLIAMS & CO.
1916 Morris Ave., BIRMINGHAM, ALA.
Wanted—Relay Rails and Scrap Iron for Cash.

WANTED.

50 Miles of 35-45 lb. Tee Relaying Rails.

Name cheapest delivery point. Have large amount of 50-lb. Relaying Girder Rail for sale, also 55-lb. Tee.
G. W. CHANCE & CO.,
14 S. Broad St., Philadelphia, Pa.

For Sale—Narrow Gauge Equipment.

1 Baldwin locomotive, 1 passenger coach, 1 combination baggage and passenger coach, 2 box cars, 2 flat cars, 5 miles of light steel relaying rails from 16 to 30 pounds. Also 2 winter street cars and 3 summer street cars all in good condition. Also 2 new double flue boilers, 25 ft. long x48 in. circumference. Will sell cheap for cash.
Write **SABEL BROS.,** JACKSONVILLE, FLA.

Either for Cash **SPECIAL SALE** Or on Easy Terms.

Excellent Lot of

HEAVY PASSENGER and FREIGHT LOCOMOTIVES

and First-Class

PASSENGER, COMBINATION and FREIGHT CARS

Selected by our own experts from amongst some of the finest lots of Second-hand Equipment that have ever been offered by any of the Leading Trunk Lines of this country.
The larger part of the Passsenger Cars are Equipped with Four and Six-Wheeled Trucks, Westinghouse Air Brakes, Janney and Miller Couplers, Plush Seats, Spear Heaters, Bronze Trimmings and all modern Improvements. For Specifications, Photographs, Prices and Terms address
NEW YORK EQUIPMENT CO., 80 Broadway, N. Y.

CARS

MINING, LOGGING, PLANTATION, CONTRACTORS' and SMALL CARS OF ALL KINDS.
Wheels, Axles, Irons, &c.
Send for Catalogue. GEO. PEACOCK, Selma, Ala.

PRICE & COMPANY, BALTIMORE, MD. CLARKSBURG, W. VA.
Manufacturers of **Oak, Etc., For Foreign and Domestic Markets.**
Agents for Pardee & Curtin Lumber Co.'s
BAND SAWED POPLAR, ASH, WALNUT, CHERRY, ETC.

Cable "HEALD." P. O. BOX 202.

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HARDWOODS AND POPLAR

Sawed or in the Log, for Domestic or Foreign Trade.
Yards, Locust Point. Office, Manufacturers' Record Building.
Branches: Grafton, W. Va., Bristol, Tenn. BALTIMORE, MD.

THE WEIR FROG CO. CINCINNATI, O. FRED. C. WEIR PRES.

SOLE MANUFACTURERS OF FRED. C. WEIR'S IMPROVED RIGID & SPRING FROGS, CROSSINGS SINGLE & THREE THROW SPLIT SWITCHES. FIXED & AUTOMATIC SWITCH STANDS. STEEL DIE FORMED RAIL BRACES, SWITCH FIXTURES, ETC.

CABLE & ELECTRIC TRACK WORK FROGS, SWITCHES CROSSINGS, CURVES RAIL CHAIRS ETC.

FOR SALE.

A number of Second-hand

SPLIT SWITCHES

for 30 lb. rail, (3 ft. gauge of track), including 4 ft. or 6 ft. Frog, Ground Lever, Switch Points and Connecting Rods.

New and Relaying Steel Rails Bought and Sold.

ROBINSON & ORR,
419 Wood St., PITTSBURGH, PA.

FOR SALE.

RAILS and ROLLING STOCK

1500 tons 60 lb. Relaying Rails with Splices.
500 tons 56 lb. Relaying Rails with Splices.
1000 tons new Steel Rails, 48 lbs., with Splices and Spikes.
1000 tons new Steel Rails, 45 lbs., with Splices and Spikes.
Lot of narrow gauge engines, flat and box cars, at Galveston, Texas. Call or write.

BLOCK-POLLAK IRON CO.
CINCINNATI, OHIO, or CHICAGO, ILL.
We are always in the market to buy relaying rails and scrap iron of all kinds for cash.

Relaying Rails, Locomotives and Cars for Sale.

When in the market please write us for prices, either for cash or on the monthly instalment plan; we sell either way. We handle steel and iron rails weighing from 12 lbs. to 60 lbs. per yard, both new and relaying. We can also furnish any size and style of locomotives and cars desired.

THE SMITH & KILBY COMPANY,
ANNISTON, ALABAMA.

FOR SALE.

Several Shay Patent

Logging Locomotives.

Also other logging locomotives and cars

M. MITSHKUN & CO.
Wight St. near Meldrum Ave., Detroit, Mich.

Prompt Cash Paid

For Old Rails, Axles, Car Wheels and heavy Iron and Steel Scrap of all descriptions.

DALLETT & CO.
201 Walnut Place, PHILADELPHIA, PA.
DEALERS IN
High-Grade Bar Iron, Railway Supplies, etc.

RAILROAD EQUIPMENT for Sale

Relaying Rail and Splices,
Locomotives, Coaches and Freight Cars.

HICKMAN, WILLIAMS & CO.
LOUISVILLE, KY.

RAILS and LOCOMOTIVES

We have a lot of RELAYING RAILS with fastenings, 16 pounds to 56 pounds with fastenings. Also 12-ton, 15-ton, 25-ton and 30-ton LOCOMOTIVES. If in the market for RAILWAY EQUIPMENT write us for prices and specifications.

SOUTHERN IRON & EQUIPMENT CO., Atlanta, Ga.

STEEL RAILS

FOR SALE.

NEW STEEL RAILS, all weights.

CASH OR INSTALMENT PLAN.

RELAYING and SCRAP RAILS Bought and Sold.

Several Standard Gauge Dummy Locomotives, Suitable for Logging and Suburban Railways.

THE STEEL RAIL SUPPLY CO.,
Successors to HUMPHREYS & SAYCE,
100 Broadway, NEW YORK, N. Y.

Relaying Rails.

This company has for sale

2000 Tons of 60-lb. Relaying Rails,
From the New England R. R.
500 Tons of 50-lb. Relaying Rails,
150 Tons of 52-lb. Relaying Rails,
From the Norfolk & Western R. R.

Can be delivered most favorably in the South. Address

BENJAMIN IRON & STEEL CO., Buffalo, N. Y.

We are always in the market to buy or sell old material.

Relaying Rails.

Second-hand equipment and light new Steel Rails.
L. K. HIRSCH, 549 Rookery Bldg., Chicago.

Bargains in Machinery

FOR IMMEDIATE DELIVERY

SECOND-HAND ENGINES

FOR SALE CHEAP
BY THE
AMERICAN ENGINE CO.
Builders of the American Ball Engines and Electrical Machinery,
BOUND BROOK, N. J.

CORLISS ENGINES 125, 150, 275, 300 H.P. FOR SALE.

300 H.P. Armington & Sims, 120 H. P. Payne Engine; also Second-Hand Boilers in sizes from 40 to 125 H. P. 80 to 100 engines in stock to select from. Advise us of your wants.

S. L. HOLT & CO.
67 Sudbury Street, BOSTON, MASS.

FOR SALE.—1 80 H. P. Poole & Hunt Engine; 3 60 H. P. Return Tubular Boilers; 2 Iron Tanks, 9 ft. dia. x 9 ft. deep; 2 Iron Tanks, 6 ft. sq. x6ft. deep; 300 ft. of 6 in. Cast Iron Pipe with flanges on ends; all as good as new; can be bought cheap. If in need of new or second-hand machinery of any kind write me, I can supply your wants. If you have machinery of any kind for sale send me a list of it, I can sell it for you.

JOHN F. RILEY'S MACHINE WORKS,
6 and 8 South Street, CHARLESTON, S. C.

FOR SALE.

Second-hand. Good Condition.

1 "Deane" Duplex Steam Pump, 7½ x 4½ x 10 No. 18994.
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1 2000 H. P. Berryman Feed Water Heater.
Large assortment of Chapman and Ludlow Valves.

FRANK SAMUEL,
Harrison Building, Philadelphia.

FOR SALE

8 3-ft. gauge Locomotives.
1 Standard gauge Locomotive.
2 1½-yard Steam Shovels.
6 3-ft gauge 3 yard Dump Cars.
25 new 3-ft. gauge 2½-yard Cars, for shovel or hand work.
5 side and centre Unloading Plows.
1 Leveling Car with plow.
10 Hoisting Engines.
6 Centrifugal Pumps.
Large stock of Engines, Boilers and Steam Pumps

THOMAS CARLIN'S SONS,
ALLEGHENY, PA.

SPECIAL BARGAINS.

We have on hand

Twelve Good Standard Gauge Locomotives,

thoroughly overhauled, complete in every detail; ready for immediate service. Various styles and sizes. Prices very low.

For full particulars apply

POULTERER & CO.
206 Bullitt Building, PHILADELPHIA, PA.

LOCOMOTIVES

ADAPTED TO A VARIETY OF USES.

All of the Lake Street Elevated R. R. Engines

have had less than three and some of them less than one year's wear.

Weight, 28 to 30 tons. Twenty tons on Drivers.
Diameter of Drivers 44 inches.
Four-Wheel Steel Tired Truck under tank.
Two-Wheel Pony Front Truck added, if desired.

Tank Capacity, 750 Gallons. May be Increased to 1000 or 1750 Gallons. Vacuum Brakes.

A large line of 8 and 10-wheel road engines; also 4 and 6-wheel connected switchers; also narrow gauge equipment.

For prices and full description write

FITZ-HUGH & COMPANY,
Dealers in Relaying Rail, Locomotives, etc.,
MONADNOCK BLOCK, CHICAGO.

Mention this paper.

FOR SALE. BARGAIN.

2 practically new E. P. Allis & Co. Compound Tandem Corliss Engines, 20 in. high, 30 in low pressure, cylinders 48 in. stroke, shafts 12 in. diameter, 14 ft. long, fly wheels 24 ft. diameter, 76,000 lbs. each; will be sold at a bargain before removal.

THOS. C. BASSHOR & CO.
28 Light St., Baltimore, Md.

FOR SALE.

One 10, 15 and 25 H. P. Double Cylinder Single Drum Hoisting Engine.

Also same size double cylinder double drum, either with or without boilers.
Address

REUTER & MALLORY,
BALTIMORE, MD.

FOR SALE.

One Morgan Traveling Crane,

Ten tons capacity, span 45 feet 6 inches.
In first-class condition.

THE WESTINGHOUSE MACHINE CO
PITTSBURGH, PA.

BARGAINS in New and Second-Hand MACHINERY.

Lathes from 12" to 48", Planers from 20" up to 60", 48", 54" and 60" Radial Drills, No. 2 Newton Milling Machine, No 2 Screw Machine, Shapers from 6" to 30", Boilermakers' Punches, Shears, Edge Planers, Rolls, Drills, Engines, Boilers, Pumps and Dynamos.

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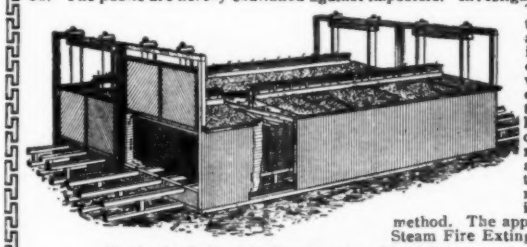

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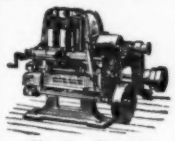
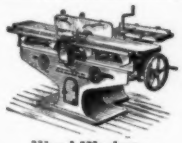


Circular Resaw.



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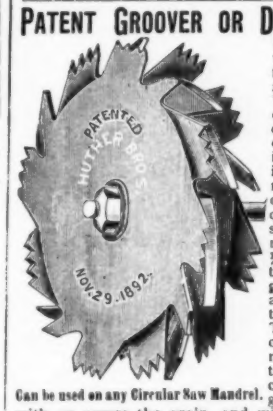

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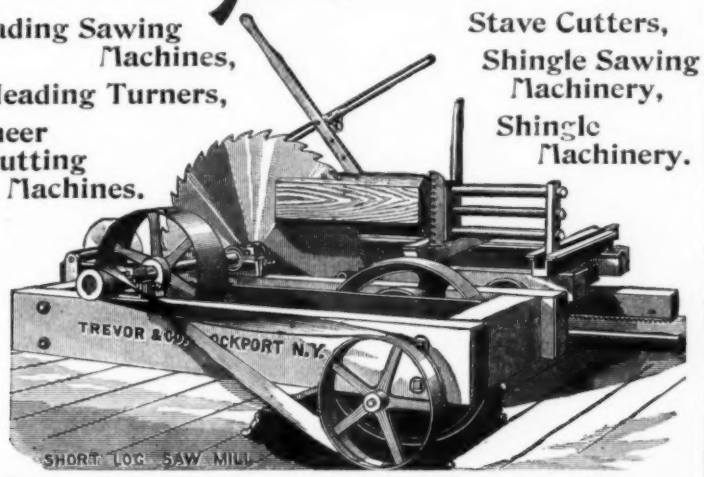

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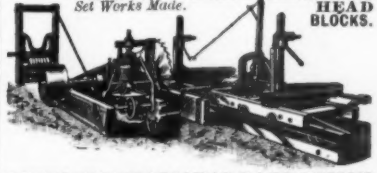

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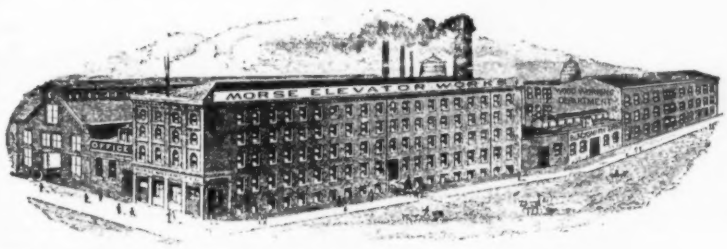

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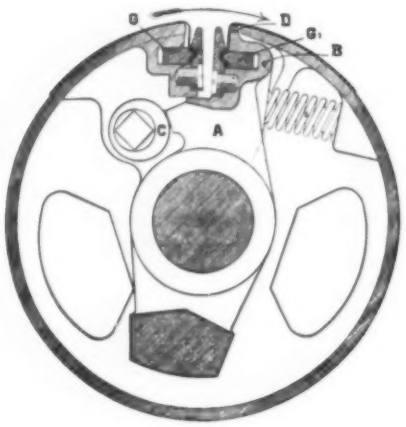

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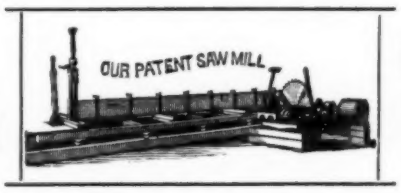

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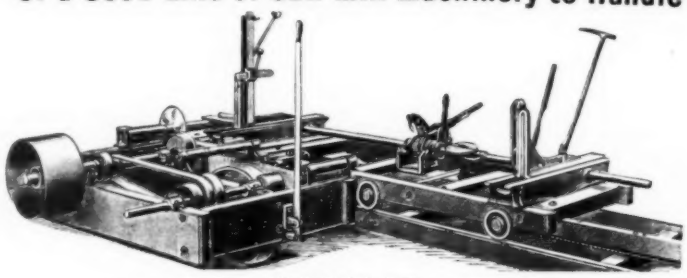

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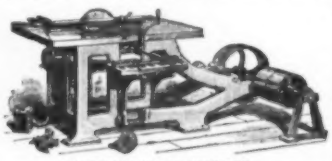

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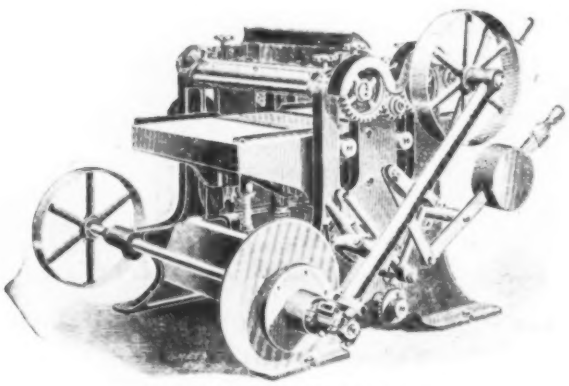

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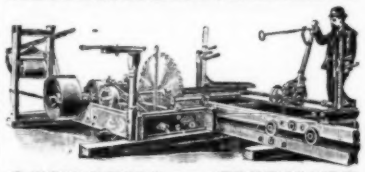

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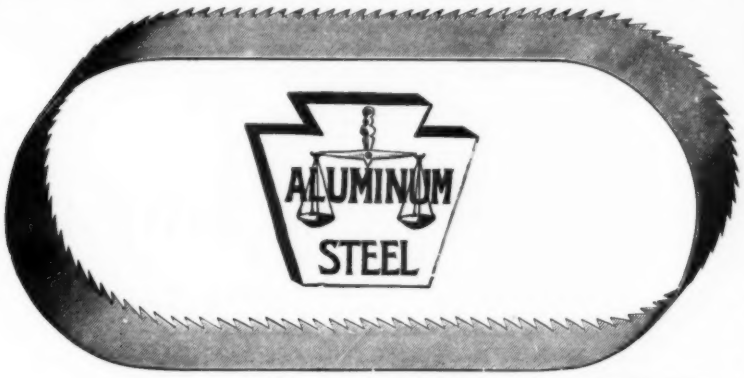

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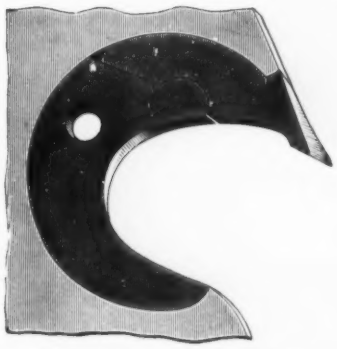

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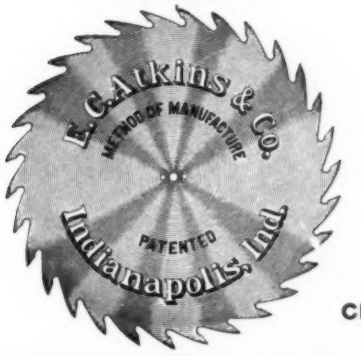

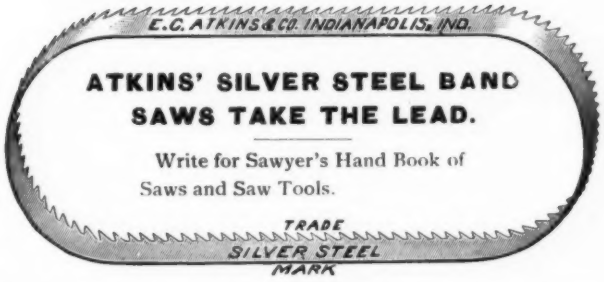

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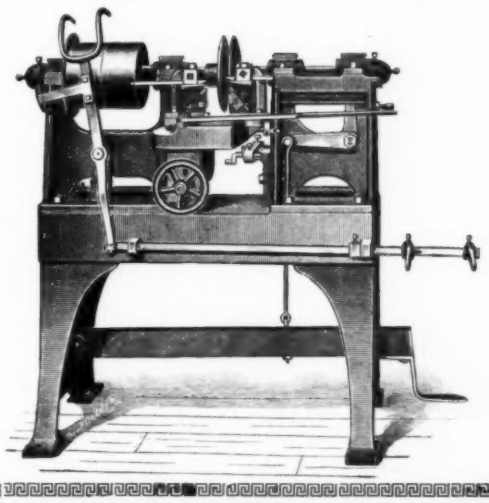

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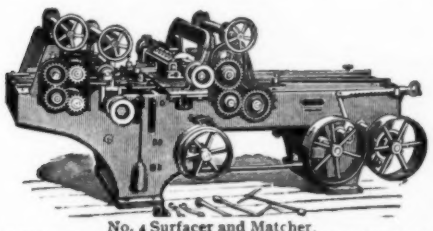

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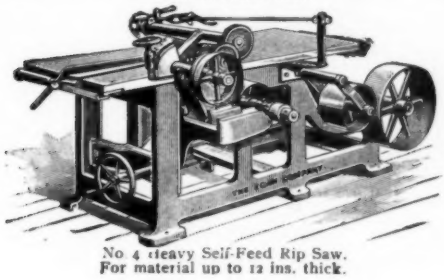
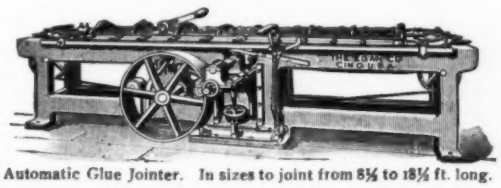
Surfaces on two sides material up to 24 ins. wide, 6 ins. thick. Matches 14 ins. wide.



No. 4 Heavy Self-Feed Rip Saw.
For material up to 12 ins. thick.



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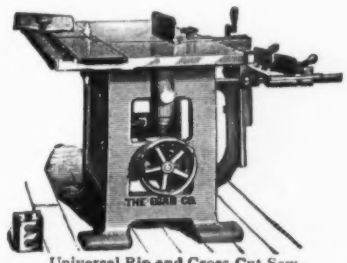

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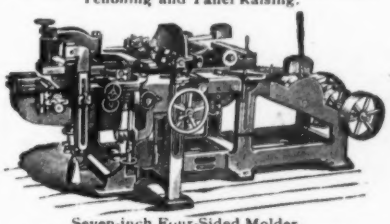
For Sawing, Planing, Jointing, Boring, Gaining, Tenoning and Panel Raising.



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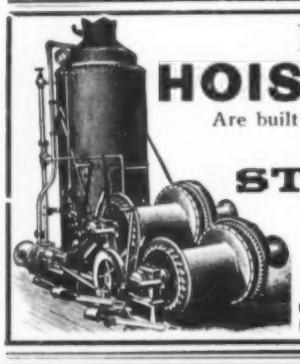

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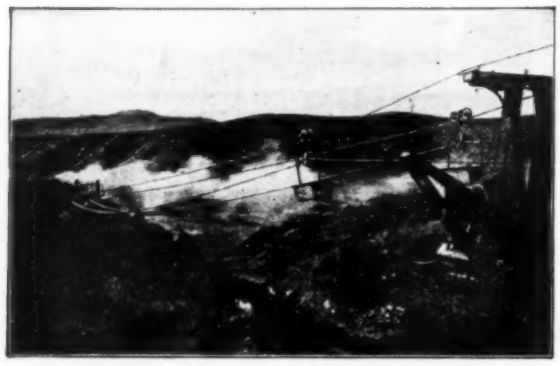

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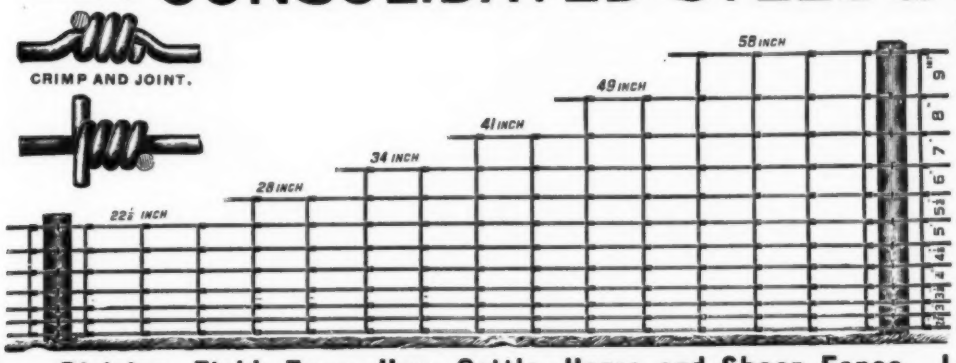

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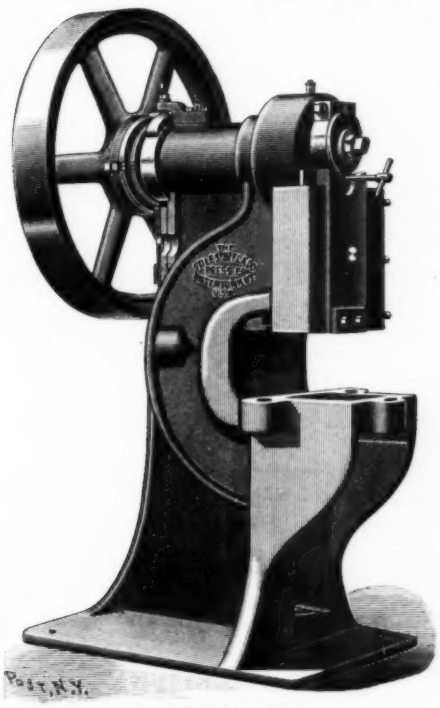

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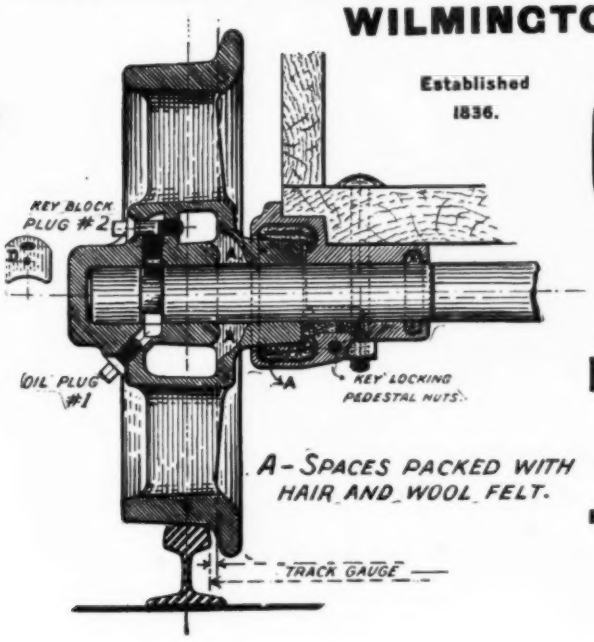

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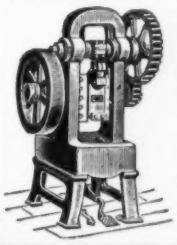

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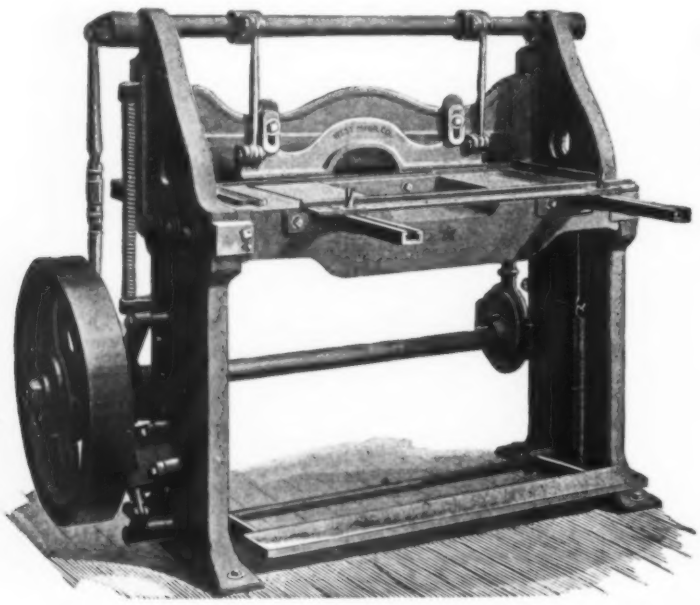

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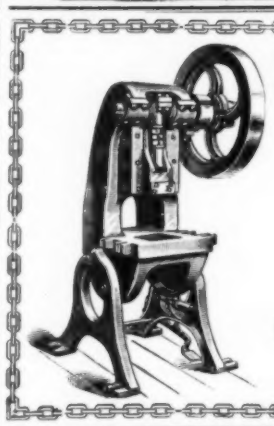

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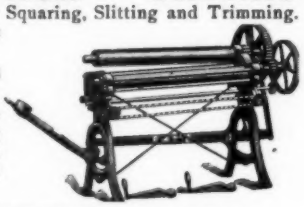

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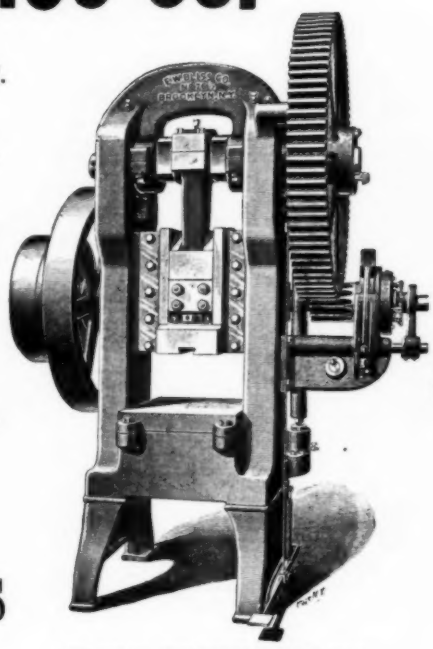

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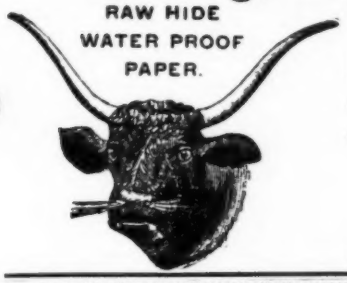

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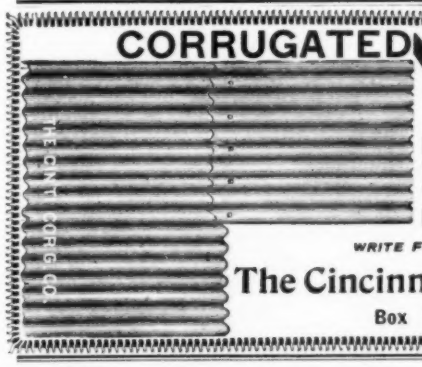

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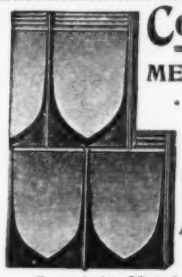

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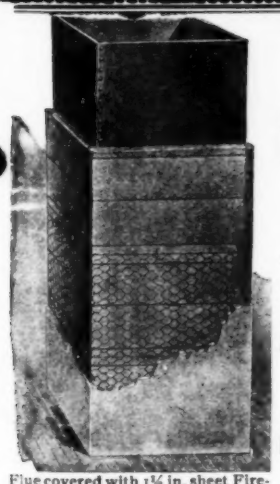

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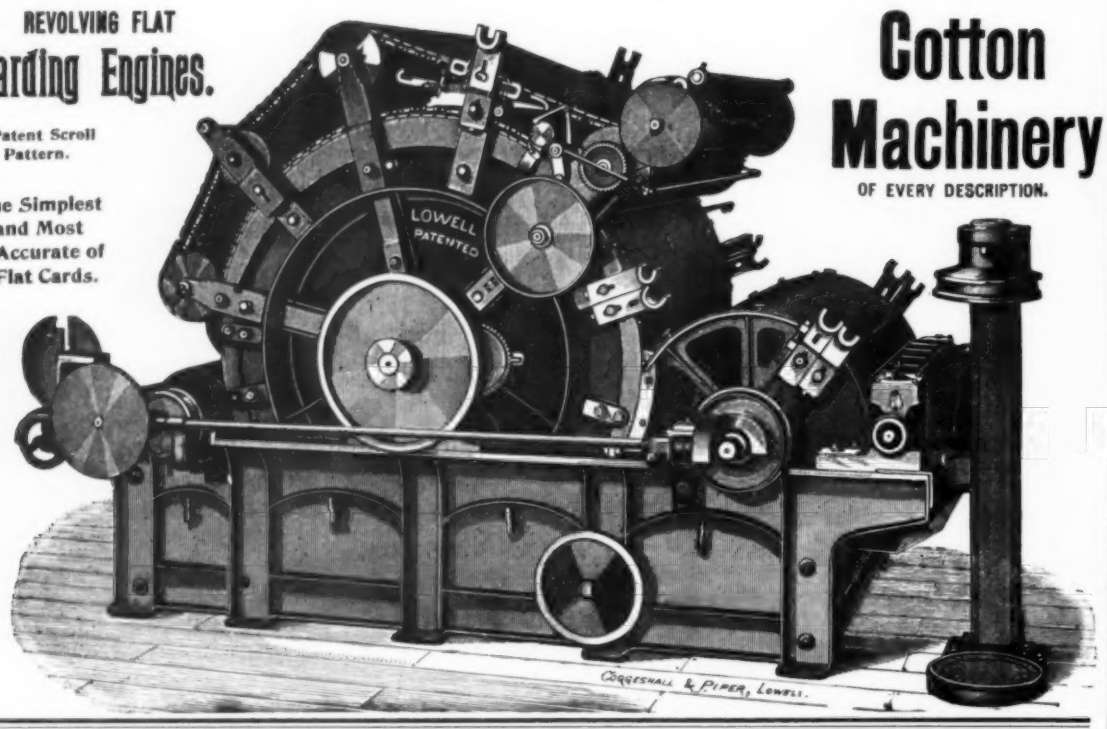

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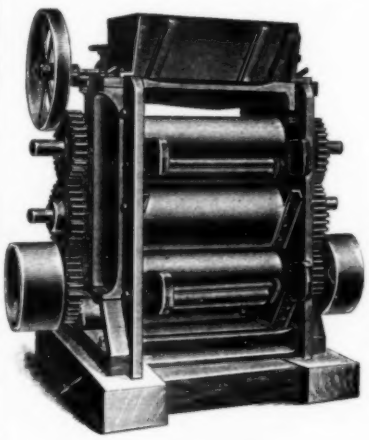

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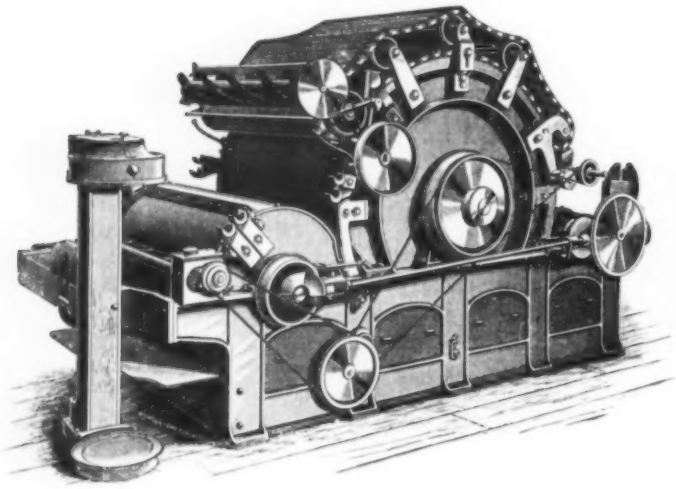

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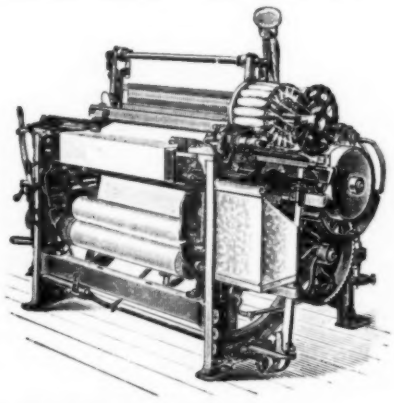

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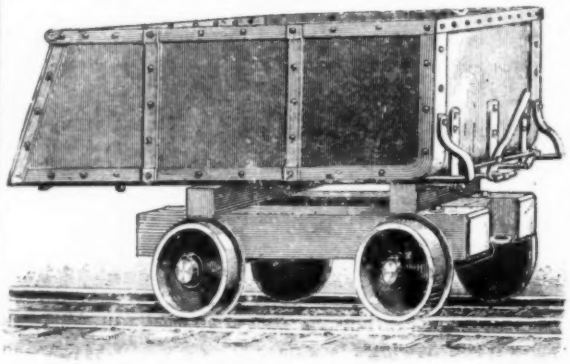

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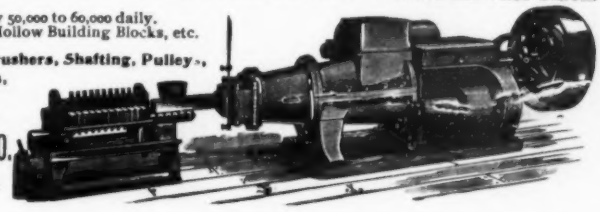

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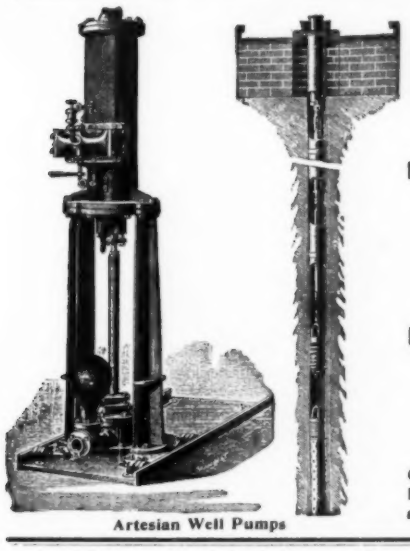

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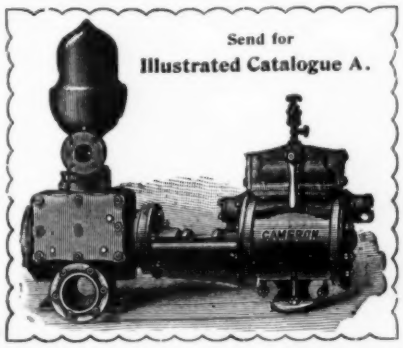

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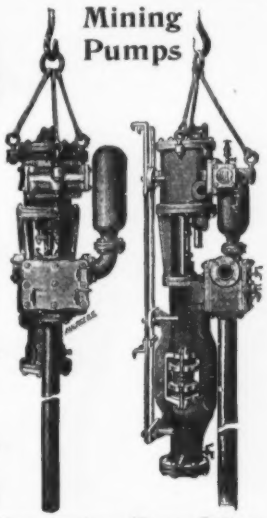

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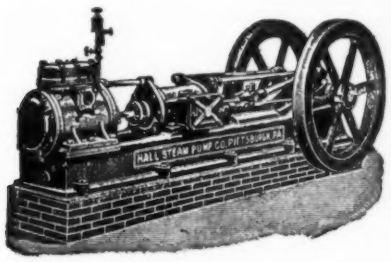

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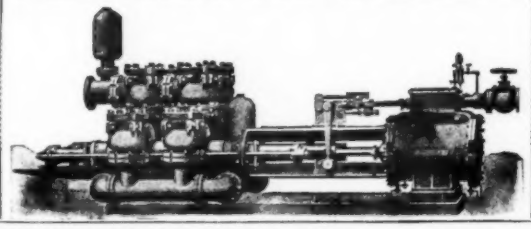

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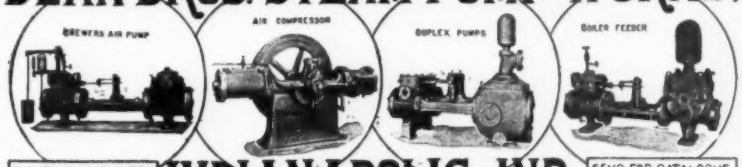

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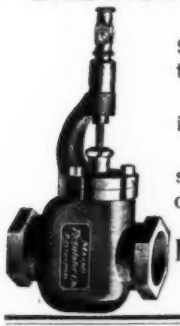

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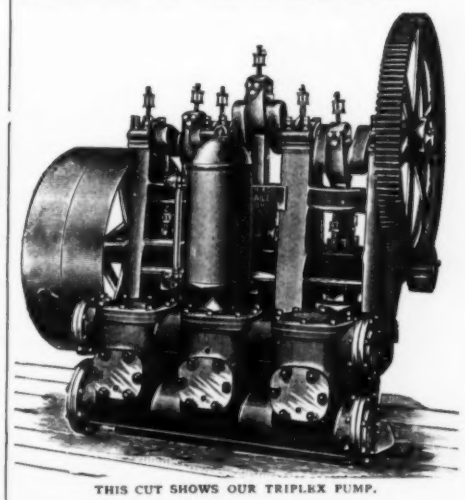

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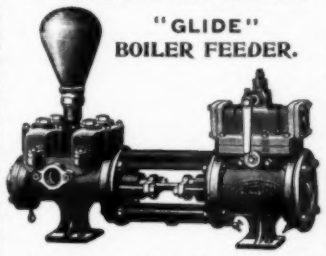

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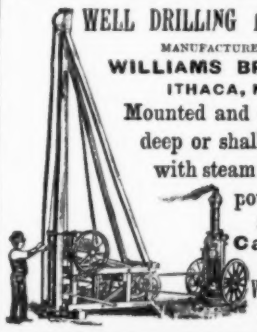

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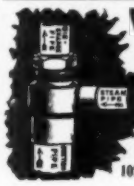

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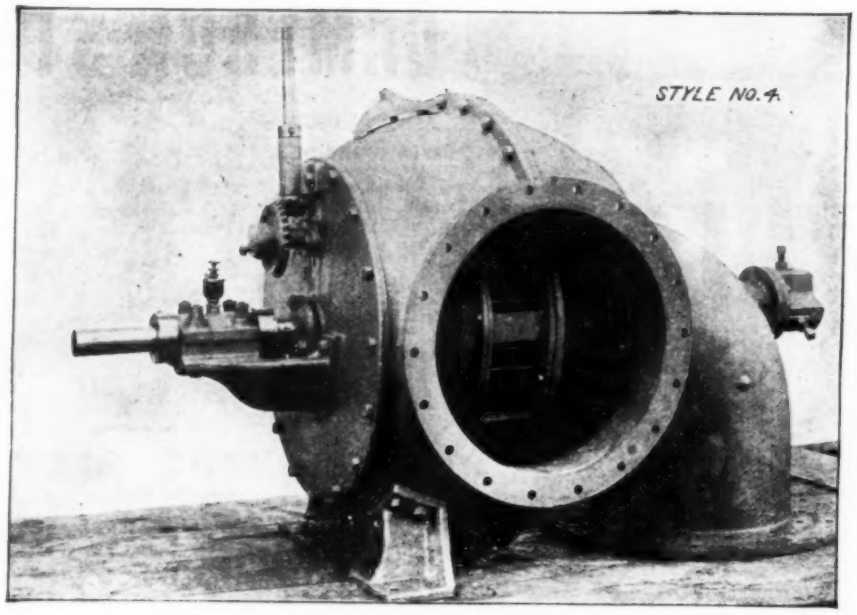

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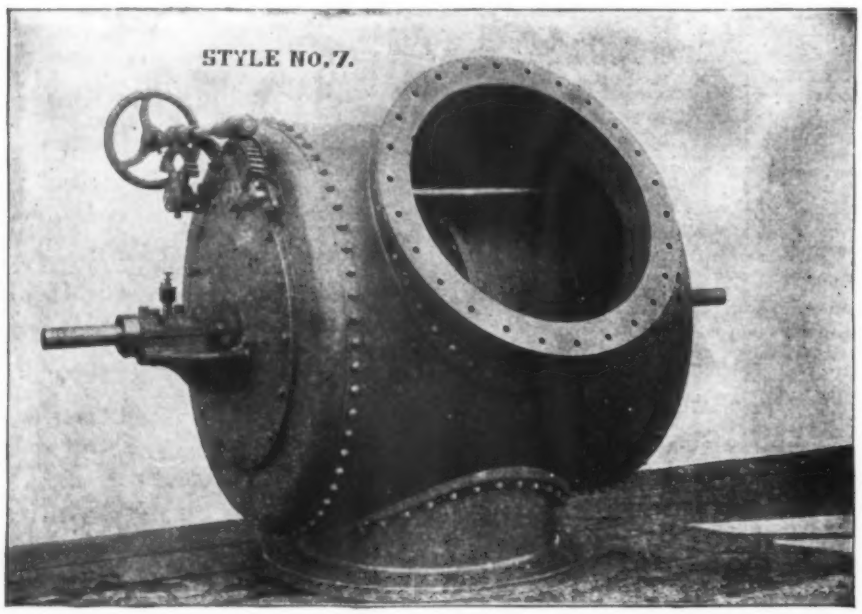

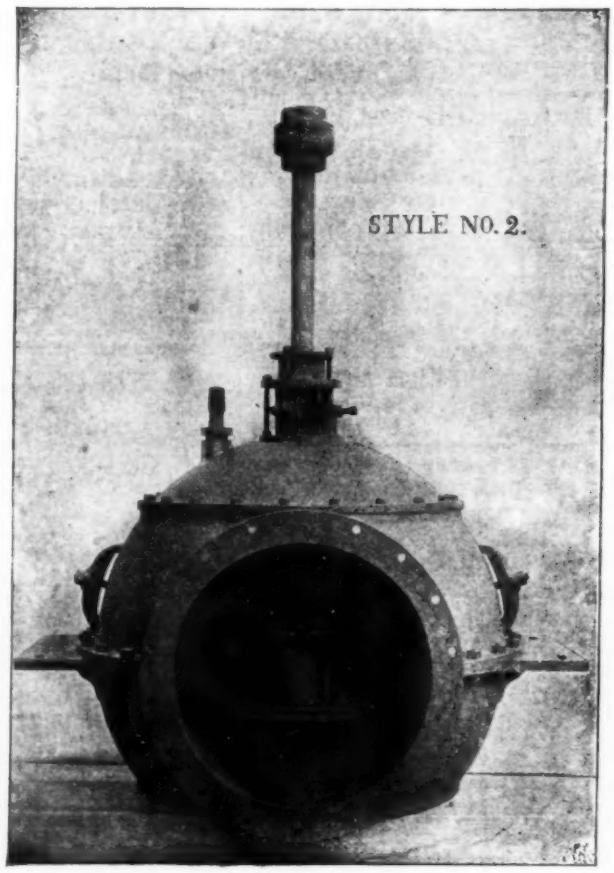

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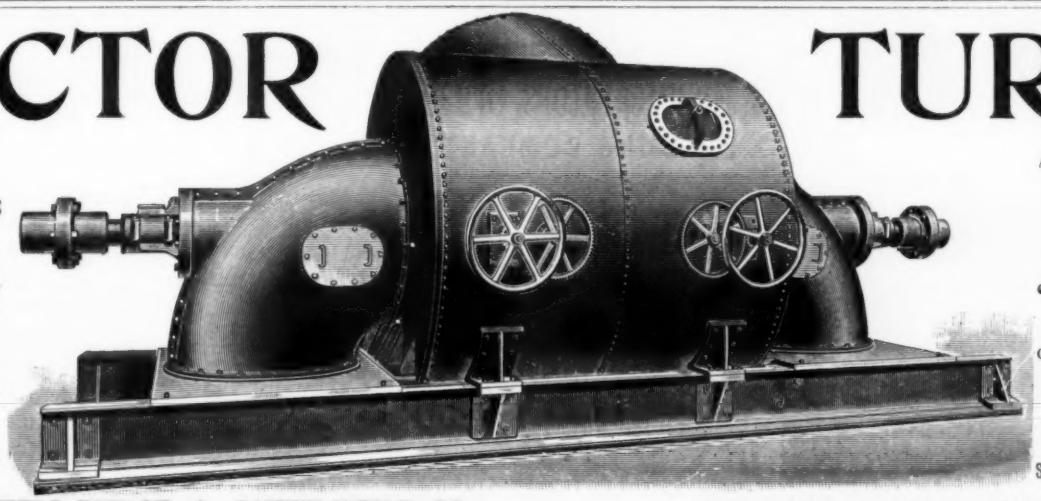

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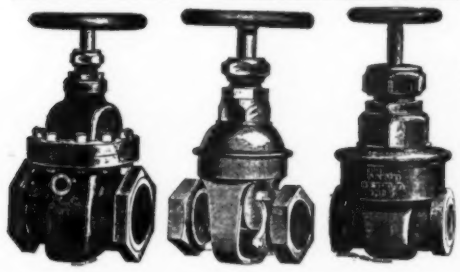

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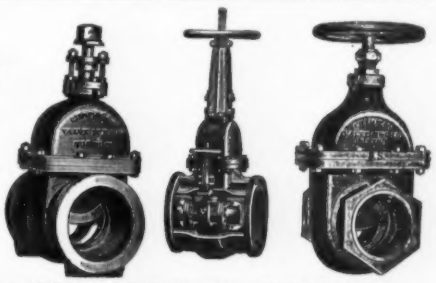

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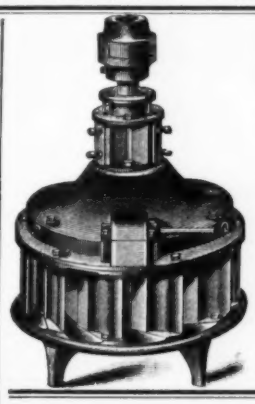

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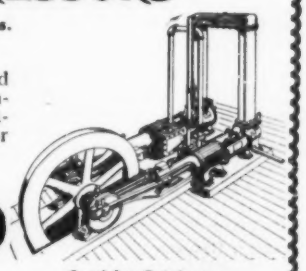

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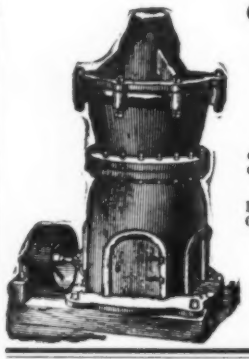

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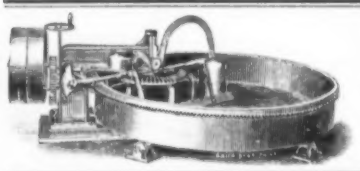

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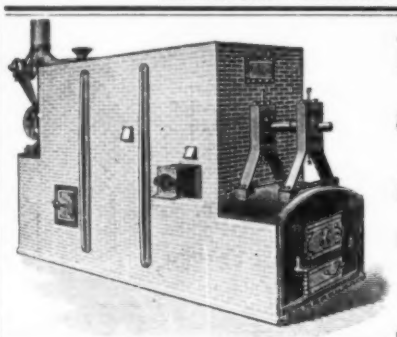

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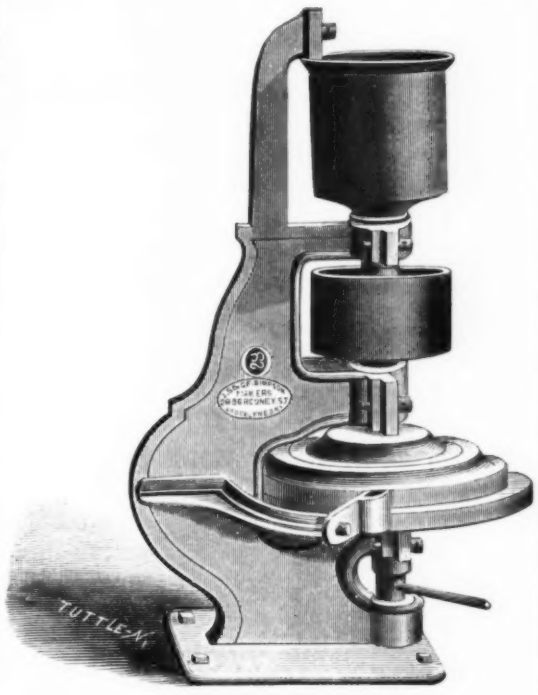

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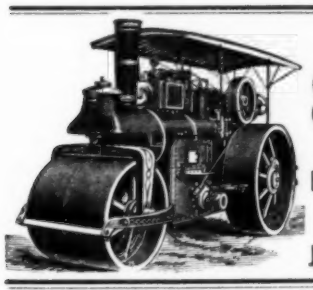

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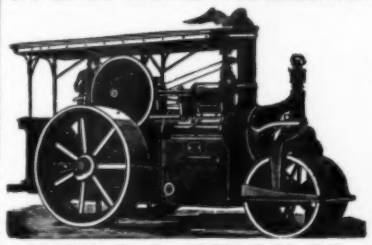

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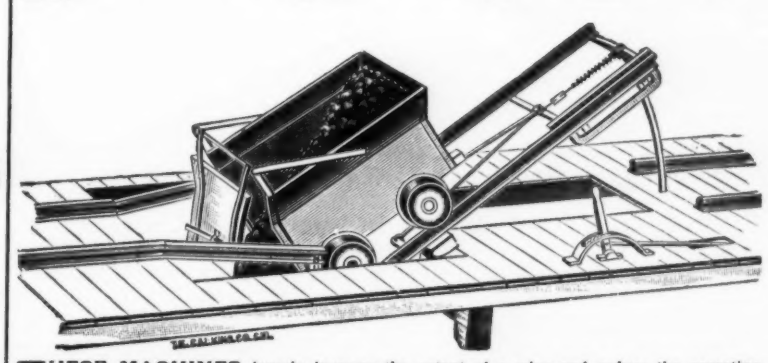

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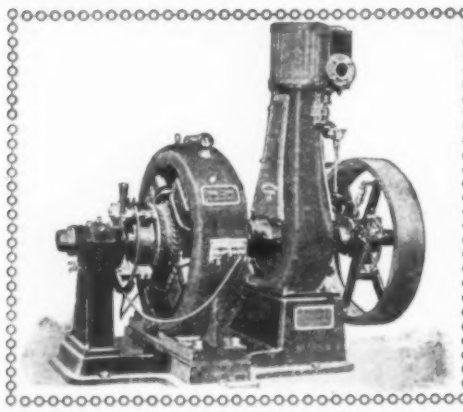

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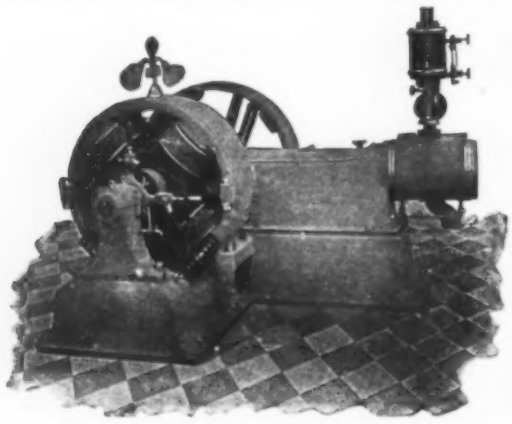

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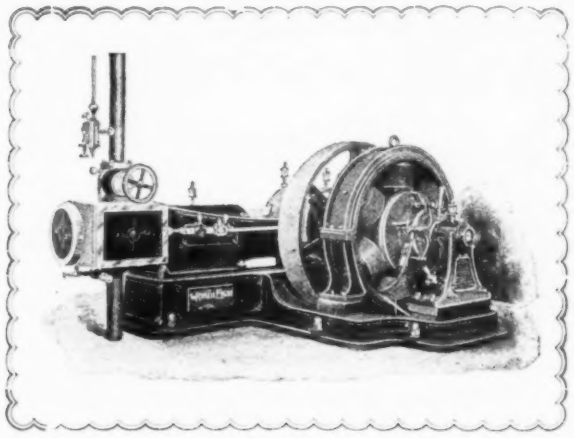

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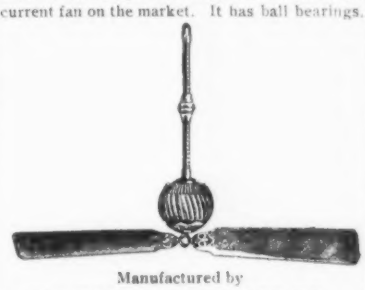

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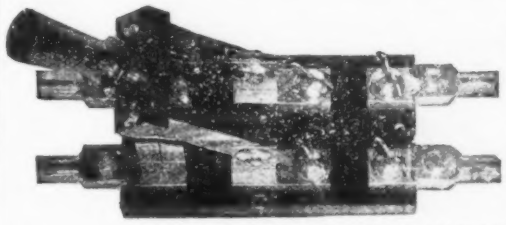

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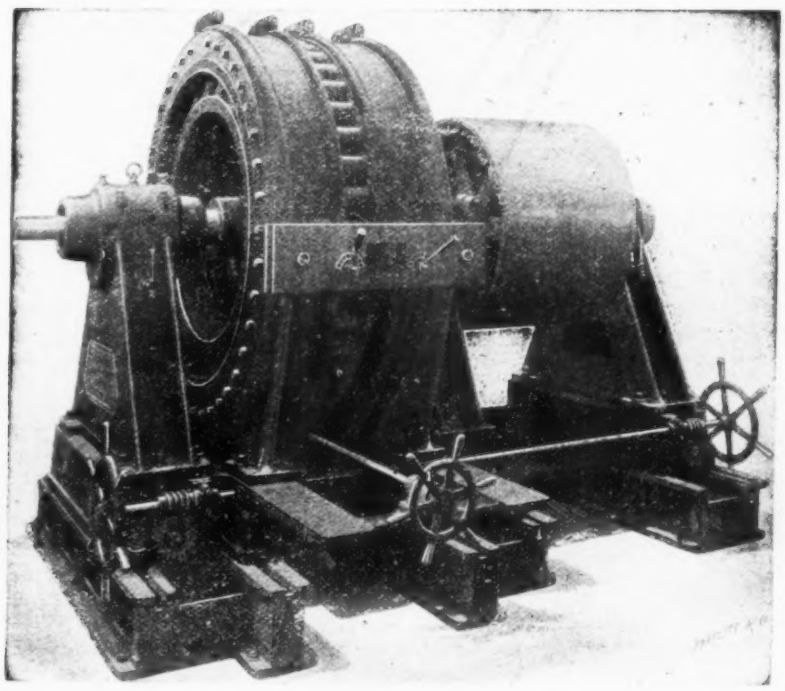

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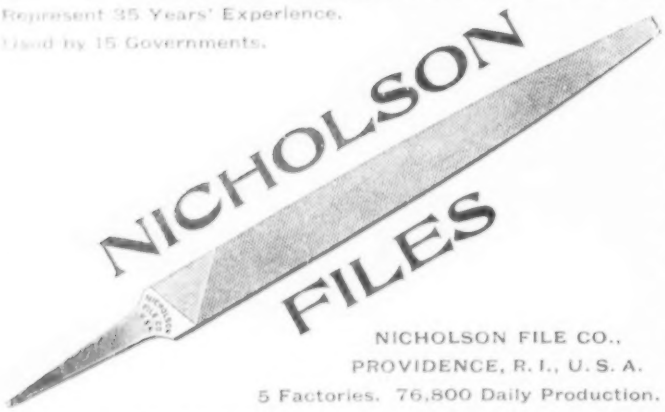

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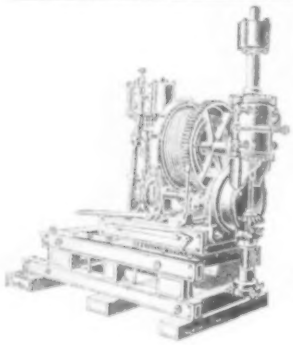

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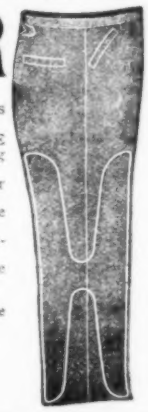

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